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NEW SHINY SHEFF

The Queen on June 10 launched a new "Shiny Sheff" — H.M.S. Sheffield, the first of the Royal Navy's Type 42 guided-missile destroyers.

Two more were ordered last month, and after the launch (pictured below) the Defence Minister, Lord Balniel, said that the order for the fourth had now been placed.

Prince Philip accompanied the Queen, and the crowd watching the ceremony at Vickers, Barrow-in-Furness, included a contingent representing men who served in the former H.M.S. Sheffield, a 9,000-ton cruiser.

Due to be completed in 1973, the new Sheffield will have a standard displacement of more than 3,500 tons, with Rolls Royce Olympus gas turbines for full power, and Tyne gas turbines for cruising. Top speed is about 30 knots.

Armament will include Seadart surface-to-air or surface-to-surface missiles, and a 4.5in. mark 8 gun. She will carry a WG 13 anti-submarine helicopter.

Living accommodation aboard will be of a high standard, with particular reference to crew quarters.

With H.M.S. Sheffield launched, the names of the second and third are to be H.M.S. Birmingham and H.M.S. Coventry.

Rookie sailors for the Fleet?

Though the prospect of using untrained sailors in the Fleet might well be regarded — in shoreside language — "with some misgivings," it is a thought which constantly reappears in exploratory ideas on manpower requirements.

One of the more important reasons why it comes to mind at the present time is the slow public realization of the career prospects, both in money and job-satisfaction, which the Navy has to offer.

For thousands of young men the Service could provide the alternative to "automated age" employment of the dull kind, but the ghost of the long engagement still hangs around, as well as grandad's tales of sadistic P.O.s and dreary food.

With ships to sail, comradeship which is never forgotten, faraway places to visit, super food, and a totally different outlook in cases where changing circumstances bring individual unhappiness, the Service has a good life to offer.

It isn't the life for everyone. But those who settle find it to be truly worthwhile.

The problem is how to get this over.

PAYING TO WORK

Every year, young people PAY to go to sea for a couple of weeks in Sail Training Craft, and with no more than common sense and enthusiasm play their part in life afloat.

There might be merit in applying the same possibilities to a kind of voluntary national service of about 18 months.

Men would join in the knowledge that after a couple of months of basic training, they would be working afloat on a variety of tasks suited to their ability.

There would be no concealing the fact that they would work hard, and do a lot of chores.

At the very least they would have an 18-month "sabbatical" —

(Continued on p.32)

BREAK POINT DISCUSSIONS

Improvements may become possible in the method of permitting "break points" for boy entrants to the Royal Navy.

Consideration is being given to varying the procedure, in order to maintain existing principles, but eliminate the option "hurdles" at three months and six months.

In accord with the usual practice, any changes which might be made would be in respect of new recruits, and would not affect those already signed on.

Navy SAR triumph

The International Search and Rescue Team of the Royal Navy swept the board in an international competition at R.A.F. West Raynham, winning all three sections.

Lieut.-Cdr. Tony Kendrick led his Portland-based team to victory against stiff opposition from the R.A.F. and the United States.

The 15 teams, competing for the Henri Dunant Trophy, were judged on their skill at winching survivors from the sea, precision navigation and speed in getting the aircraft airborne.

Viewing new look uniforms

Now that the Americans have abolished "square rig" in the U.S. Navy, and put all sailors into a uniform similar to petty officers, it may be wondered if the Royal Navy will follow the pattern.

However, the betting seems to be that the British sailor's appearance will remain traditional.

But that does not mean there will be no changes.

The results of questionnaires in the Fleet follow a line similar to correspondence in Navy News: that though the sailor's rig needs modernizing, there is no wish to look like railway porters or the man coming to read the gas meter.

There is an enormous affection and pride in the traditional square rig, but experiments have shown the possibility of cutting out a lot of unnecessary "frills."

A famous designer is helping the Navy to evolve suitable modifications, and "samples" are being studied.

Eventually there are likely to be modifications for the officers as well — at least in the kind of uniform materials.



'Quick way' rail concession

Long-distance travellers on short or week-end leave now have a new concession: Their free rail warrants can be used on a longer (and more expensive) way round if there would be a significant saving of time.

Instead of having to go, for instance, from Portsmouth to Newcastle by the cheapest route (Southampton and Birmingham), they can now go via London and get home five hours quicker.

The Defence Council Instruction which announces the concession appears to offer wide discretion to commanding officers in its application.

For instance, in cases of journeys under five hours, the cheapest route should "nor-

mally" be regarded as acceptable, while for longer journeys, a saving of 25 per cent. in time would qualify for the quicker route.

In the exercise of his discretion, the commanding officer is authorized to take "any relevant local conditions" into considera-

tion in assessing whether it would be reasonable to expect public funds to bear the cost of quicker travel.

The concession does not apply to personnel travelling on long leave, who in any case can get travelling time.

ALL FOR 5p

You might like to know that after my son has read your paper, it is then passed on to his grandmother, myself, father, three sisters aged 18, twins 17, younger brother 13, a friend in the Merchant Navy, and then I take it to work for the patients who can read at Tatchbury Mount Hospital for the Mentally Sub-Normal. How's that for 5p worth?

—From a reader.

(Order form p.21)

RECRUITING UP 15 PER CENT

A "marked improvement in recruiting" over the past year was referred to by Lord Balniel (Minister for Defence) in the Defence Debate in the House of Commons on June 8.

Just under 39,000 male other ranks were enlisted, he said — the best achievement for four years.

Allowing for technical recording adjustments, there was a true increase of 5,000, or 15 per cent. over the previous year's figure.

Recruiting now has virtually returned to the level of five years ago.

"In particular, the recruitment of Army juniors is going well, and applications for commissions in the Royal Navy have shown a striking increase."

During the debate Lord Balniel added: "The Services are no longer a form of employment to which a man goes when he cannot get a job in civilian life."

"In fact, the Services provide some of the best training in this country and also some of the most exhilarating technological work which one can conceivably do."

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DRAFTY'S CORNER

In answer to queries which have appeared in the correspondence columns of Navy News, Drafty this month explains below some of the less obvious features of foreign service commissions.



Because the foreign service commission is clearly unaccompanied, and because the rules require the limit of unaccompanied service abroad to be 15 months, some people think that after 15 months on a FSC they should be relieved willy nilly. In fact the normal maximum length of the commission is 30 months, the same as the GSC. However, the period spent abroad is not to be more than 15 months, in one or two chunks.

Ships on FSC may refit in the U.K. and they may be based on ports in the U.K. for parts of their commission, and, of course, they may commission in the U.K. or anywhere else. The only variation to these rules concerns the Persian

Gulf. Length of FSC in the Gulf is limited to 13 months.

So if your ship is abroad permanently you should do not more than 15 months in her and then be relieved. If your ship spends part of her time abroad you may serve up to 30 months in her, of which not more than 15 will be abroad in one or two whacks.

Changes to programmes on running commissions

As everyone knows, circumstances change as time passes and because of this, plans have to be changed too. Two major alterations have taken place in recent times which affect certain ships on FSC.

First, the plans for deployment of ships during the Singapore run-down have changed. Some ships which were thought to be necessary are not now required, and

vice-versa. Secondly, we are converting ships from fixing to running commissions, in other words GSS.

When programmes change it is sometimes necessary to relieve men on board in order not to break the 15 months abroad rule, or at least to ask if there are any volunteers to extend beyond that period. It may be that the change in programme is such that men must be relieved substantially earlier in order that the new ship's company may be able to settle before some particular evolution, or that the right men should be in her to cope with a refit, for example.

The aim

Our aim is to change ships to running commissions in a steady and reasonably quick stream because we use our manpower more efficiently and shall be giving everyone a better deal when the fleet is converted to GSS than we do on fixed commissions.

Return of Temeraire

Four days before leaving R.N. Barracks Portsmouth, Commodore E. W. Ellis was at the Royal Naval School of P.T. to unveil the crest at its commissioning ceremony as H.M.S. Temeraire.

The ceremony marked the return to the Navy List of a name which featured at Trafalgar and was last used for the Upper Yardsman college at Port Edgar.

Also present were two Portsmouth men who served in the last sea-going H.M.S. Temeraire, a battleship of 1907 sold in 1921.

Mr. George Sargent (76) was a boy seaman in the old Temeraire, and Mr. Lionel Brown (71) was a stoker in her last commission.

See our sport special — pages 16-17.

Wearing paying off pennant, H.M.S. Llandaff approaches her berth at Devonport Dockyard after spending 11 months in the Far East.

Picture: CPO Brian Gentry.

Marine Engineering questions and answers

Continuing last month's "Questions and Answers" feature, here are some of the more common questions raised by Engine Room ratings. Many of the answers apply to all branches.

COURSES

Q. Why can't I do the professional course of my choice? And if I do complete a course why can't I get a ship with that type of equipment?

A. A course of over six weeks duration cannot be taken unless you have 18 months to serve when the course completes. If Drafty requires you to complete a course you will be drafted to course during your Port Service time. Requests to take a course at any other time will be granted if you can be spared without relief. Drafty aims to give everyone all the training possible, because this makes drafting easier. Taking a course does not guarantee that you will serve in that type of ship immediately, but it does mean you can have that type of ship in the future so you, and Drafty, have a bigger choice of drafts.

THE MTC

Can only be undertaken by LMEM, A/LMEM; or MEM due to be rated while on course. If you are rated during your sea time and cannot be spared without relief, then Drafty will put you on course when you come ashore. This will not affect your chances of obtaining Mechanics' course, because you join the roster for MQC with your original date of passing Fleet Board for LMEM.

THE GEC

In general no confirmed POMEM over 34 years of age will be placed on course. Eventually this course will become a requirement for confirmation of POMEM and all A/POMEM will be drafted to GEC as Service commitments allow.

GENERAL QUESTIONS

Q. My chum has got a quiet number driving a staff car. When do I get a cushy job like this?

A. Drafty has many such jobs, none of which are, in fact, particularly cushy, but doubtless an interesting change. Did you tell Drafty you hold a driving licence? Did your Divisional Officer

recommend you as being suitable for this type of job?

Q. As a MEM I have twice asked for Chatham and twice got Portsmouth. Why am I so unlucky?

A. Drafty is not a free agent. Chatham cannot be kept overborne while Portsmouth/Devonport is short of MEMs. There are always too many volunteers for Chatham and Scotland and never enough for Devonport. Portsmouth is usually just right — in your case Drafty could not manage Chatham so he gave you Portsmouth as second best. Console yourself with the thought that at least you didn't get Devonport.

Q. As a MEM I volunteered for survey ships. Now as a LMEM I have got a survey ship and I don't want it any more!

A. Drafty never forgets a request until you replace it. If he can't meet it now he puts it on file and considers the request every time a vacancy occurs. If your circumstances change then tell Drafty on a new B45 or B45b. If you get an old request granted you can't blame Drafty — he does his best on the information you give him.

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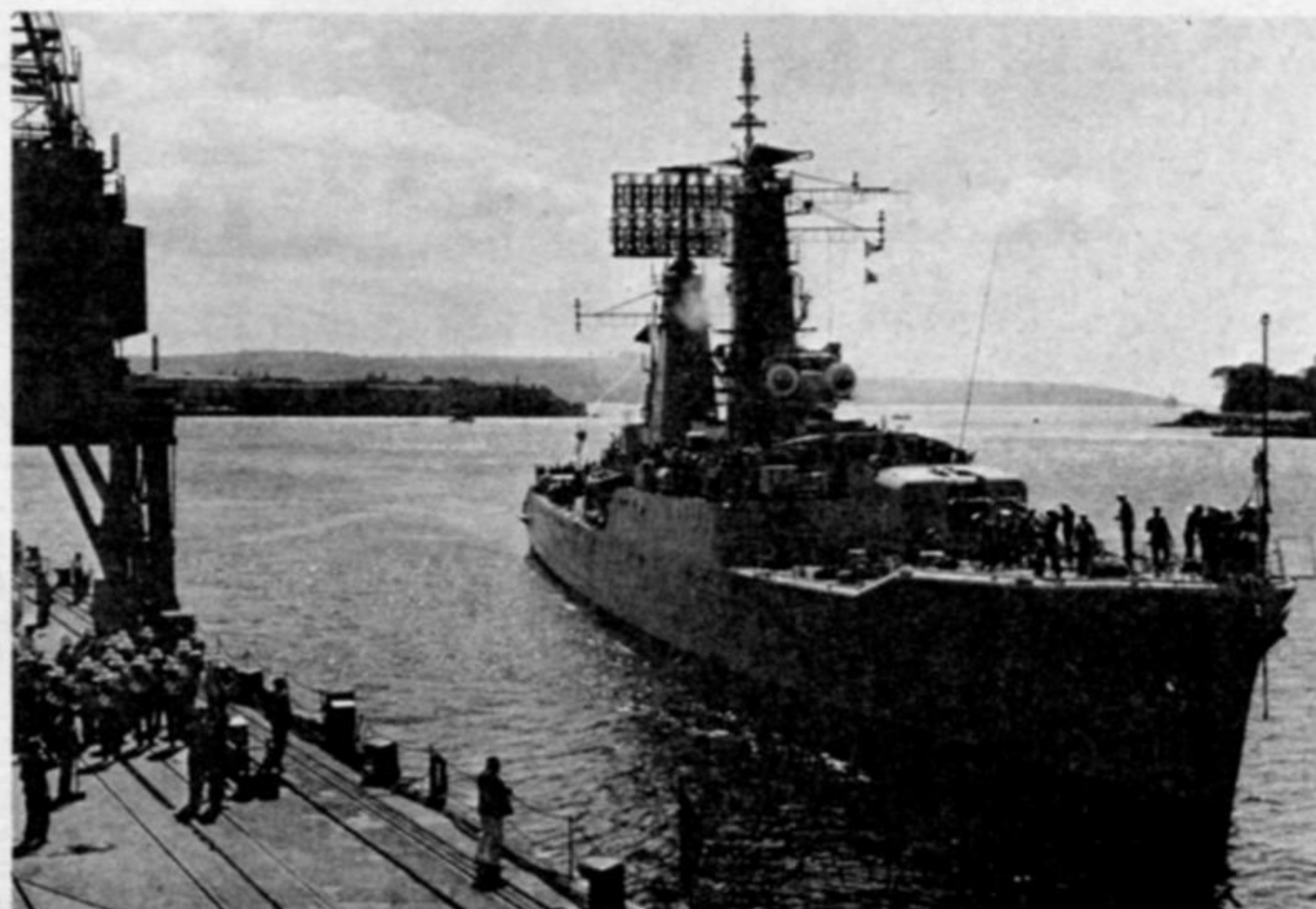
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AGENT IN SCOTLAND AND CHATHAM



Home from the East



FROM TV TO CINEMA

Dad's lads and

FLEET'S
LATEST
FILMS

that Cup!

Few signs
of a Tot
'hangover'

Soon coming up is the first anniversary of the death of the tot. After all the mourning at the time, what is the real feeling now at the loss of the Navy's beloved rum?

One who has been in a good position to "get the message" is Rear-Admiral J. E. Pope, whose job as Flag Officer Flotilla Western Fleet has taken him to 45 different ships in the last 18 months, meeting thousands of sailors in the course of his visits.

What did he think? "Loss of the tot was a sad day for many," he told Navy News. "But the senior rates are now gaining the benefit in the social life on board, and few would prefer to turn back the clock again."

"For the junior rates, the real benefits from the Sailors' Fund are now being felt."

LONGER LOCKS

Navy News asked Admiral Pope about the relaxation in hair rules.

"Whether hippy hairdos mean progress or not is questionable," he replied, "but I'm in favour of something between the 'short back and sides' of some well-known establishments and the flowing locks of the King's Road, Chelsea."

But Admiral Pope was enthusiastic about the progress in operational efficiency.

"The Principal Warfare Officer concept, although applying more to officers and senior rates, has injected a lot of life into Operations Rooms, has improved our ability to fight efficiently in modern war, and has placed greater responsibility on junior officers and senior rates — responsibility they have seized with skill and vigour."

"Once again the Royal Navy leads in tactical thought and operational efficiency."

How to get run
over—and smile!

How's this (below) for confidence in a team mate. It's the sort of confidence you can expect when that team mate happens to be a member of the Royal Naval Vehicle Handling Team.

Anyway, these Wrens, with team trainer CPO(AE) Jim Geddes, from H.M.S. Seahawk, look quite restfully at ease reclining in a "chasm" over which Marine Mike Dunseith is driving a Land-Rover at 40 m.p.h.

PO Dave Morris took the picture while the team was training at R.M. Barracks, Eastney, for the Royal Tournament.

Left to right, the Wrens are: Jenny Church (23), from Colchester; Hilary Halford (19), Bristol; Sarah Greenhalgh (20), Gloucester, and Sue Bennett (19), Kidderminster.



Undoubtedly the two most popular subjects on television (at least for the male population) are sport and comedy — probably in that order.

Now, the Royal Naval Film Corporation not only gives the Fleet's movie fans the chance to see the world's greatest soccer tournament, the World Cup, as you have probably never seen it before, but also to enjoy the big screen version of that top comedy show, the consistently hilarious "Dad's Army."

Indeed, the emphasis is pretty firmly on comedy in the Corporation's latest bumper package of films for the Fleet, but with a strong Western influence and a slight touch of romance and drama.

And there is also "The Cheyenne Social Club," which tells of a cowboy who, in 1870, inherits what he thinks is a boarding house but turns out to be a "bawdy" house!

The Raging Moon — Malcolm McDowell, Nanette Newman. A love story, basically very sentimental. It's a sincerely acted film with touches of humour. (Anglo-EMI). No. 884.

They Call Me Mr. Tibbs — Sidney Poitier, Martin Landau, Barbara McNair. This murder story strikes out in many directions, its main point being a conflict of loyalties. Really a simple action "whodunnit," it is a good detective drama. (United Artists). No. 885.

The World at their Feet — The official film record of the 1970 World Cup finals. Football fans will enjoy these reminders of an outstanding event. (Rank Film Library). No. 886.

Dirty Dingus Magee — Frank Sinatra, George Kennedy. This is a Western send-up, an impudent farcical comedy with plenty of action played at a gallop. (M.G.M.). No. 887.

Dad's Army — Arthur Lowe, John Le Mesurier, Clive Dunn. It's good clean fun and likely to be popular with the "Army's" many fans. (Columbia). No. 888.

Start the Revolution Without Me — Gene Wilder, Donald Sutherland. A crazy comedy, the story is chaotic but easily followed, being full of wit and burlesque. (Warner Bros.) No. 889.

The Ballad of Cable Hogue — Jason Robards, Stella Stevens, David Warner. A well written Western. The toughness of the tale is in the atmosphere of dusty survival rather than the occasional outbursts of killing. (Warner Bros.) No. 890.

The Cheyenne Social Club — James Stewart, Henry Fonda, Shirley Jones. An amiable Western farce. (NGC Distributors.) No. 891.

Capt. E. F. Pizey retired at the end of June after 14 years as general manager of the Royal Naval Film Corporation. His successor is Mr. L. N. Goodard.



LOOKING BACK —AND FORWARD

A girl with her eyes on the past as well as the future — that's Wren Writer Marilyn Unwin, recently chosen as class leader during training at H.M.S. Pembroke, and now at H.M.S. Warrior. Interest in the past derives from the fact that she is an amateur archaeologist — here she is pictured at Upnor Castle, near Chatham — while for the future, she is hoping to be an officer one day.

Commissioning forecast

The latest commissioning forecast is as follows:

JULY

ANDROMEDA (GP Frigate). July. L.E.P. cooks and stewards replace U.K. ratings.
LINCOLN (A/D Frigate). July 9. Trials crew, Chatham. Port Service. U.K. Base Port, Chatham.

AUGUST

VIDAL FLIGHT. August 3, transfers to Hecate (tentative).
HYDRA (Survey Ship). August at Chatham. Foreign Service (Phased). Malacca and Singapore Straits L.E.P.(A). U.K. Base Port, Chatham.
RHYL FLIGHT. August 9 at Portsmouth. One Wasp. General Sea Service. U.K. Base Port, Devonport.
ESKIMO (GP Frigate). August 2 at Chatham. Long refit party. Port Service.
LINCOLN (A/D Frigate). August 5 at Chatham. General Sea Service. U.K. Base Port, Chatham.

SEPTEMBER

CHICHESTER (A/D Frigate). September 6. Special refit complement at Rosyth. Port Service.

OCTOBER

GALATEA (GP Frigate). October 4 at Devonport. Dockyard Control. Port Service.

NOVEMBER

APOLLO (GP Frigate). November 26. Reduced trials crew at Glasgow. Port Service (building). U.K. Base Port, Devonport.
MOHAWK (GP Frigate). November 25. Trials crew at Portsmouth. Commissions April 17, 1972. L.E.P. (A). U.K. Base Port, Devonport.
WHITBY (A/S Frigate). November 12 at Gibraltar. General Sea Service. Home/East of Suez. U.K. Base Port, Portsmouth.

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DECEMBER

RHYL (A/S Frigate). December 2 (tentative). Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissions end January 1972.
BRIGHTON (A/S Frigate). December 2. Trials crew at Chatham. Port Service. U.K. Base Port, Chatham. Commissions February 17.
BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
GAVINSON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
HERMIONE (GP Frigate). December. General Sea Service. Captain's Command with full staff U.K. Base Port, Portsmouth.

JANUARY 1972

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. U.K. Base Port, Portsmouth. Commissions April 6.
TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.
MONKTON (CMS). January at Devonport. Local Foreign Service, 6th M.C.M. Squadron.
BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.
HUBBERTSON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.
RHYL (A/S Frigate). End January at Devonport. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Devonport.
APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.
ARIADNE FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.
EXMOUTH (A/S Frigate). January/February (tentative). L.E.P. cooks and stewards replace U.K. ratings.

FEBRUARY

PUMA (A/A Frigate). February 7. Base Port changes to Portsmouth.
BRIGHTON (A/S Frigate). February 17 at Chatham. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Chatham.
PENLOPE (GP Frigate). Mid-February (tentative) at Chatham. Long refit party. Port Service.
MATAPAN (Destroyer). February 24. Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions June 30 for AUWE trials.

APOLLO (GP Frigate). February 25. Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissions April. 1972. Captain's Command.

TIGER (Cruiser). February 4. Trials crew at Devonport. Port Service. U.K. Base Port, Portsmouth. Commissions May 26.

MARCH

WISTON (CMS) March (tentative). Trials crew at Gibraltar. Port Service.

APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service. U.K. Base Port, Portsmouth.
LEANDER (GP Frigate). April (tentative). Trials crew at Devonport. Port Service. Commissions June 8 (tentative).
APOLLO (GP Frigate). April (tentative). General Sea Service. Captain's Command.
MOHAWK (GP Frigate). April 17 at Portsmouth. General Sea Service. Home/East of Suez. L.E.P. (A). U.K. Base Port, Devonport.

MAY

KENT (GM Destroyer). May 4. Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions August 31.
BACCHANTE (GP Frigate). Base Port changes to Chatham.
ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service. U.K. Base Port, Devonport.
TIGER (Cruiser). May 26 at Devonport. General Sea Service. U.K. Base Port, Portsmouth.

JUNE

LEANDER (GP Frigate). June 8 (tentative) at Devonport. General Sea Service. U.K. Base Port, Devonport. Captain's Command with full staff.
NUBIAN (GP Frigate). June 15 (tentative). Trials crew at Rosyth. Port Service. L.E.P. (A). U.K. Base Port, Rosyth. Commissions September 7.
MATAPAN (Destroyer). June 30 at Portsmouth. Home Sea Service. AUWE trials ship. U.K. Base Port, Portsmouth.
ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company (R.M.). General Sea Service. Home/South Atlantic. South America. U.K. Base Port, Portsmouth.

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

DECEMBER, 1971

ONSLAUGHT — at Devonport. Final manning date, December 3.

MAY, 1972

NARWHAL — at Chatham. Final manning date, May 19, 1972.
Drafting preference cards for Electrical branch volunteers for ONSLAUGHT are required by early July; for Narwhal, mid-December.



JULY

TRIUMPH (Fleet Maintenance Ship). July. C and M party at Chatham. Port Service.
LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.

AUGUST

KENT (GM Destroyer). August 31 at Portsmouth. General Sea Service. Home/Med. U.K. Base Port, Portsmouth.

SEPTEMBER

ARIADNE (GP Frigate). September. Trials crew at Devonport. Port Service. Commissions December.
ZULU (GP Frigate). September. Long refit party at Rosyth. Port Service.
NUBIAN (GP Frigate). September 7 (tentative) at Rosyth. General Sea Service. Home/West Indies. U.K. Base Port, Rosyth.

OCTOBER

AURORA (GP Frigate). October. C and M party at Devonport. Port Service.

NOVEMBER

HAMPSHIRE (GM Destroyer). November 20 (tentative). Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions January 15, 1973 (tentative).
HYDRA (Survey Ship). November at Hong Kong. Foreign Service (Far East). U.K. Base Port, Chatham. L.E.P. (A).
EASTBOURNE (A/S Frigate). November (tentative) at Rosyth. Port Service. MEA's training ship. U.K. Base Port, Rosyth.

GOOD WORK TOTS UP . . .

Firmly pursuing the "greatest good for the greatest number" policy, the Sailors' Fund Grants Committee on May 18 dealt with 33 applications amounting to requests for a total of £220,000.

H.M.S. Osprey failed again to get their all-weather surface for the playing field, for the reason that this was eventually scheduled for provision out of public funds in 1973. For the "Tot Fund" to pay now would be establishing a precedent where amenities were accepted as Treasury responsibility.

Bids to get money for cruising yachts, golf-driving range, car maintenance equipment, anglers' fishing boat, coloured television sets, cocktail bar, trials motor-cycles, Saddle Club horse and loose boxes, and motor glider were not approved.

Efforts are still being made to get grants for laundry equipment, but this could lead to a flood of similar bids.

The Grants Committee were informed of the possibility of making arrangements with local laundrette operators, and the Navy Department is to find out details and advise shore establishments.

Grants were approved to the following:

H.M.S. Drake, improvements to Drum Beat Club, £1,500; H.M.S. Dolphin, improvements to swimming pool, £11,700 (subject to competitive tenders); Devonport Royal Sailors Rest, redecoration, £7,691; H.M.S. Vulcan, skittle alley, £6,200; CTCRM, parachute equipment for R.M. Parachute Club, £1,940; 41 Commando, sport boat for Malta, £1,193; H.M.S. Mauritius, sound reproduction equipment, £800; H.M.S. Mercury, discotheque equipment, £500; H.M.S. Lochinvar, communal TV aerial, £397 (should public funds inquiry fail); H.M.S. Dolphin, discotheque equipment, grant to cover cost of suitable gear; H.M.S. Dryad, lighting system for Dryad Club, £100.

Sun shines on Phoebe's big day

Two hundred guests attended the recommissioning ceremony of H.M.S. Phoebe, held in brilliant sunshine at Chatham, following the frigate's four-month refit in the yard.

The guests included "Phriends of Phoebe" and "Old Phoebes," including three who had served

during the war in the cruiser of that name.

The commissioning cake was cut by Lady Frewen, wife of Admiral Sir John Frewen. Lady Frewen launched H.M.S. Phoebe in June 1964 and has attended all the ship's ceremonies since. She was assisted in her cake cutting duties by JS Brian Griffiths.

The Royal Marine Band from Deal attended, and the R.M. detachment from the Phoebe provided a guard of honour for Rear-Admiral F. C. W. Lawson, Flag Officer Medway.

BOURNEMOUTH LINKS

Also present were the Mayor of Bournemouth and a contingent of 30 Sea Cadets from T.S. Phoebe, the Bournemouth Sea Cadet unit. During "Warship week" in 1942 Bournemouth collected £250,000 to "buy" the then H.M.S. Phoebe and since that time ties between both Phoebes and the resort have been strong.

After work-up, starting at the end of June, the frigate, which is commanded by Capt. G. I. Pritchard, sails for service in the West Indies.

Then and now: After H.M.S. Phoebe's recommissioning ceremony, some "Old Phoebes" swap tales with serving sailors.



Photo: Russ Whalley

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It's the 'Cherry B'

Touring 'star' in South Pacific

Unsuspecting islanders in the South Pacific got quite a shock when a large, noisy and metallic "insect" suddenly appeared in their tranquil skies sending some of them fleeing in terror for the bush.

The "insect" was a Wasp, but quite friendly. It was the helicopter from H.M.S. Charybdis.

The ship was visiting islands of the Solomon and New Hebrides groups, some of which are rarely seen by Europeans.

Then, during a visit to the Australian Naval Base at Manus, Shortland, islanders gave displays of dancing and singing which had probably remained unchanged for centuries.

Ambassadors

This was just one aspect of a 10-month cruise to the Far East which proved that Jack is still a great traveller and seen as an ambassador in the farthest corners of the earth.

The Charybdis returned to Portsmouth from that cruise at the end of April after travelling 60,000 miles — equivalent to circling the earth nearly three times — and visiting South Africa, Singapore, Malaysia, New Zealand, Fiji (for the Fijian Independence celebrations), Australia, Japan, Hong Kong, the Philippines, St Helena and Gibraltar, and taking part in exercises and Beira Patrol stints.

All this took the Charybdis total mileage to about 90,000, covered since she left the shipyard of Harland and Wolff, Belfast, in June, 1969.

Sirens

Like her sisters in the Royal Navy's Leander "family" of frigates, H.M.S. Charybdis has a name reaching back into the misty distance of Greek mythology.

Wasn't Charybdis that dreaded whirlpool into which those seductive sirens were alleged to have lured unsuspecting ancient mariners?

Today's Royal Navy knows her affectionately as the "Cherry B," but her more formal name

also represents a tradition which began in 1809 when the first H.M.S. Charybdis was launched at Hythe.

Although the fourth Charybdis, a light cruiser launched in 1893 and sold in 1922, claimed the distinction of probably being the last ship in the Royal Navy to issue salt pork, the most notable achievements in the Charybdis history were reserved for the short but eventful life of the fifth ship of the name.

A Dido class light cruiser of 5,450 tons, completed in 1941, she served with the Home Fleet, played a meritorious part in several of the vital convoys to Malta, and, in 1943, helped to cover the landings at Salerno during the Italian campaign.



H.M.S. CHARYBDIS

On the night of October 23, 1943, in foggy weather in the English Channel, she was surprised and torpedoed by two German torpedo boats (T23 and T27).

She sank near Guernsey, and each year since the war a commemorative service has been held at which one of H.M. Ships is usually present.

This service was, therefore, one of the early calls in the life of the present H.M.S. Charybdis.

Launched on February 28, 1968, by Lady Hill-Norton, wife of the present Chief of the Defence Staff, Admiral of the Fleet Sir Peter Hill-Norton, the Charybdis is a general purpose frigate designed to hunt down and destroy high speed submarines in all weathers, but also able to engage enemy surface shipping, aircraft and shore targets.

Among other navies building the successful Leander class,

whose hull form gives fine sea keeping qualities, are the Royal New Zealand Navy, the Royal Australian Navy, the Indian Navy and the Royal Netherlands Navy.

Top gear

The Charybdis, displacing 2,200 tons and having a ship's company of 22 officers and 235 men, has two 4.5in. guns, a Seacat guided missile system, long range air warning radar, advanced Sonar submarine detection equipment and triple barrelled anti-submarine mortar — and that Wasp anti-submarine helicopter armed with homing torpedoes.

Capt. T. A. C. Clack succeeded Capt. D. W. Foster as commanding officer of H.M.S. Charybdis in November, 1970.

SHIPS OF THE ROYAL NAVY

No. 188

FIVE IN 'FAMILY TREE'

The Royal Navy's first two ships called Charybdis were brig sloops of (respectively) 18 and 10 guns. The first was launched at Hythe in 1809 and sold for scrap in 1819, and the second, launched at Portsmouth in 1831, was sold for scrap in 1843.

The third, a wooden construction screw corvette of 21 guns and 2,187 tons, was launched at Chatham in 1859, lent as a training ship to the Canadian Government from 1880 to 1882, and sold in 1884.

The fourth, a 4,360-ton twin screw light cruiser, launched at Sheerness in 1893, was converted in March 1918, for use as a merchant cargo carrier on the Bermuda-New York run until returned to the Royal Navy in December 1919 and sold in 1922.

BATTLE HONOURS

The battle honours of the fifth Charybdis, built by Cammell Lairds at Birkenhead, were — Malta Convoys 1942, North Africa 1942, and Salerno, Atlantic, English Channel and Biscay (all 1943).

PHOTO POSTCARDS

Postcards of H.M.S. Charybdis or any other ship in this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

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Other ships in this series are:

Abdiel, Acheron, Adamant, Agincourt, Aisne, Albion (Pre Mod), Albion (Mod), Alderney, Andrew, Andromeda, Apollo, Arethusa, Ark Royal (Pre Mod), Ark Royal (Mod), Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake (Mod and Pre-Mod), Brave Borderer, Brighton, Britannia, Bulwark (Pre Mod), Bulwark (Mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod), Eagle (Pre Mod), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Fin Whale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Jupiter, Kent, Kenya, Layburn, Leander, Leopard (Mod.), Leopard (Pre Mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod.), Lynx (Pre Mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Proctor, Plymouth, Porpoise, Puma, Rapid, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (Mod.), Salisbury (Pre Mod.), Scarborough, Scorpion, Sealion, Sheffield, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undaunted, Undine, Ursa, Valiant, Vanguard, Vidal, Virgo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolston, Yarmouth, Zest, Zulu.

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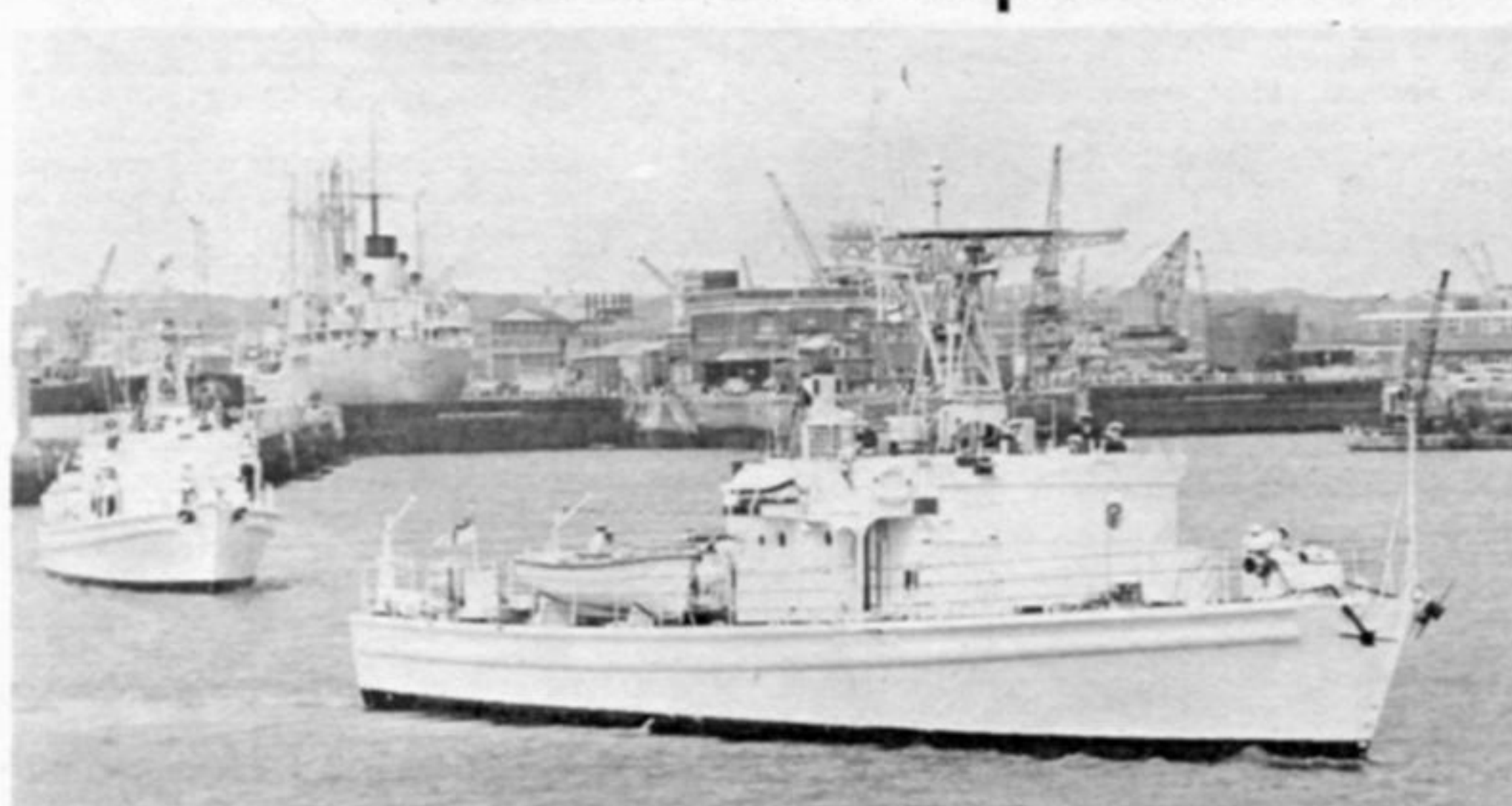
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Echo of an inspection



Hecla updates island survey

Mustique, a small island in the Grenadines, was the scene of a disaster in January this year when the French line cruise ship Antilles ran aground off the north coast, caught fire and became a total loss.

H.M.S. Hecla and her boats have now completed a survey of the area around the wreck.

The survey carried out by lead line in the days of sail was found

With a rather big "brother" in the background, two trim little Royal Navy ships, "captured" in the camera of Russ Whalley, take a bow on our "Ship of the Month" page.

This picture, with the inshore survey craft H.M.S. Echo in the foreground, was taken in May when she left Chatham dockyard leading H.M. Ships Egeria and Enterprise for their annual sea inspection by the Flag Officer Medway, Rear-Admiral Frederick Lawson.

to be substantially correct, although the small pinnacle features of the area were more readily discovered by echo-sounders.

The Hecla has also visited St Vincent, where some of the ship's company painted the children's ward of the Kingstown General Hospital.

Fast? Them was the Letters to the Editor days!

It was with great interest that I read that H.M.S. Cavalier and H.M.S. Rapid claim to be the Royal Navy's fastest ships, "doing well over 30 knots." This, I infer, means something under 40 knots.

Seems disappointing somehow. Though I have been on pension 24 years, apparently I can still claim

HASS WILL BE MISSED IN THE GULF

All who served in H.M.S. Gavington and H.M.S. Wiston in the last two or three years will be sorry to learn that Hass, who was originally Gavington's dog and then went to Wiston, died on May 26 from suspected food poisoning.

One of the liveliest dogs out here in the Gulf, he will be missed by everyone, and especially Sabre his old "sparring partner."

Sam Cook
(Able Seaman)
H.M.S. Wiston.

Accompanying the sad news was a picture of Hass, but unfortunately it was unsuitable for reproduction. — Editor.

to have spent many hours at the wheel of the fastest ship the Royal Navy ever had. (I mean ship as opposed to MTBs and that sort of craft).

About 1926 I was serving in H.M.S. Tyrian (HO 1, if I remember rightly) under Cdr. Scott. We were running out of Gibraltar following the Furious when she was flying planes.

Launched about 1919, the Tyrian and Turquoise did close on 42 knots on trials, Tyrian being slightly the faster.

Them was the days, when destroyers were destroyers — about 1,000 tons, I believe — and cox-

swains were sacked faster than football managers, usually due to high spirits or maybe lack of same when rum jars were checked.

I joined in 1923 and really think those were the finest years to have served in R.N., the twenties and early thirties. However, we can't all join at once.

W. May
South Ockendon, Essex.

Lake District experiments

When H.M.S. Albion was en route from the yard of Swan Hunter and Wigham Richardson to Rosyth in October, 1949, she was in collision with the collier Maystone, which sank.

An inquiry was held, and experiments carried out on a lake in the Lake District to find out if the navigation lights carried by the Albion were satisfactory.

P. S. C. Munro
Edinburgh

MEMORIES OF NATAL SINKING ARE STIRRED

Having read in your excellent paper (which I always look forward to) of the mystery sinking of H.M.S. Natal, I can still see it, even now.

I was in a destroyer just by her when the ship gave out a flash and a blast, then settled on her side with one side well out of the water.

Lying next to the Natal was the naval hospital ship Drina, and

some of their staff were guests aboard the Natal at the time.

It was a terrible sight, and still more sad next day, as a few who

could make it returned to the Natal and stood on her side with a ship's band and held a service. The men were in long white coats and on the calm day every sound could be heard. I am not sure of the hymn, but I think it was "Abide with me."

Later I went aboard the hospital ship and spoke to one or two. They told me they were showing pictures at the time of the disaster.

J. Holland
Lowestoft, Suffolk.

Name custom

It is pleasing to note that you keep to the old custom of preceding a ship's name by the definite article, or H.M.S. Indeed the name on its own refers to the captain of that ship, and not the ship herself.

But I do make a plea that you correct one glaring error in modern journalism about the Navy, namely complete ignorance of the adjectival form of the word "navy." Please let us hear no more about "the navy frigate" or "a navy spokesman" and always read of naval accoutrements.

J. B. Dixon
(Commander, R.N.)
H.M.S. Beagle

It is generally accepted to speak of a "Royal Navy, Army, or Royal Air Force" spokesman, but of a "naval" vessel in describing a type of ship of any nationality. — Editor.

Keeping in touch

I met a young sailor to whom I was much attracted and we agreed to keep in touch. I suffer from a rare illness called cystic fibrosis, which means that my days are numbered, so you will understand what a comfort it is to keep in touch with someone from the outside world.

I would very much like to write

'Ship' which became a garage

Your correspondent Mr. R. W. Huck (June issue) asks about H.M.S. Fame, which stood for many years in front of the Queen's House at Greenwich Royal Hospital School, now the National Maritime Museum.

She was built in the mid-nineteenth century on the lines of the above-water section of a ten-gun brig, under the direction of the then Superintendent of Greenwich Hospital School, Lieut. John Rouse, R.N., using discarded building timber and fittings declared unfit for further use at sea. Labour was provided by the boys themselves and the complete "vessel" rigged as a ship was erected for the sum of £256!

Employed in training boys to work aloft, she long outlived her usefulness, and in the late nineteen-twenties her rig was cut down to stump masts only, while doors were cut in her sides in order that she might be utilized as a garage!

When the Royal Hospital School moved from Greenwich to Holbrook in 1933, Lieut. Rouse's "Fame" was dismantled, the timber being sold to realize the princely sum of £5.

John M. Maber
(Lieut-Cdr, R.N.)
Ashley, Wiltshire.

to the sailor, but I can't find the piece of paper on which he wrote his address. He is 23 and comes from Glasgow, but I would not want to embarrass him by mentioning his name. Perhaps he will remember and drop me a line.

(Miss) G. M. Wheeler
18 Hayley Green Road,
Bartley Green,
Birmingham 32.

Farnol's Foot

With reference to the 'Derry Light Infantry (June issue), H.M.S. Morecambe Bay provided a Light Infantry in Korea 1952-53, known as Farnol's Foot (Capt. Farnol). They served six months in the front line.

D. Turk.
Farnborough, Hants.

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H.M. FORCES SAVINGS

WHY IS WEARING JEANS ASHORE VERBOTEN?

The big increase in pay for single men, we were told, was so that they could be placed on the same footing as married men, except for such obvious things as tax.

If this is the case, why can't single men claim home-to-duty travelling expenses if they live out? It looks like giving with one hand and taking back with the other.

Another point: We can have longer hair and sideburns, but sad to say there is still objection to going ashore in

jeans. Nowadays people in all walks of life wear jeans, why not sailors?

Disgruntled
H.M.S. Drake

The official explanation is that the Service cannot provide married quarters for all married men. It is expected that they should live in their own homes when this is possible,

paying their share of travelling expenses. For single men, full accommodation is provided, so if they opt out, they have to pay their own travelling.

About walking-out attire, things are pretty relaxed nowadays, but there are jeans and jeans (slit sides, fringed bell-bots, patched, or generally scruffy). The hope is "that even in civvies, a Royal Navy man will still look a damn sight smarter than the other blokes." — Editor.



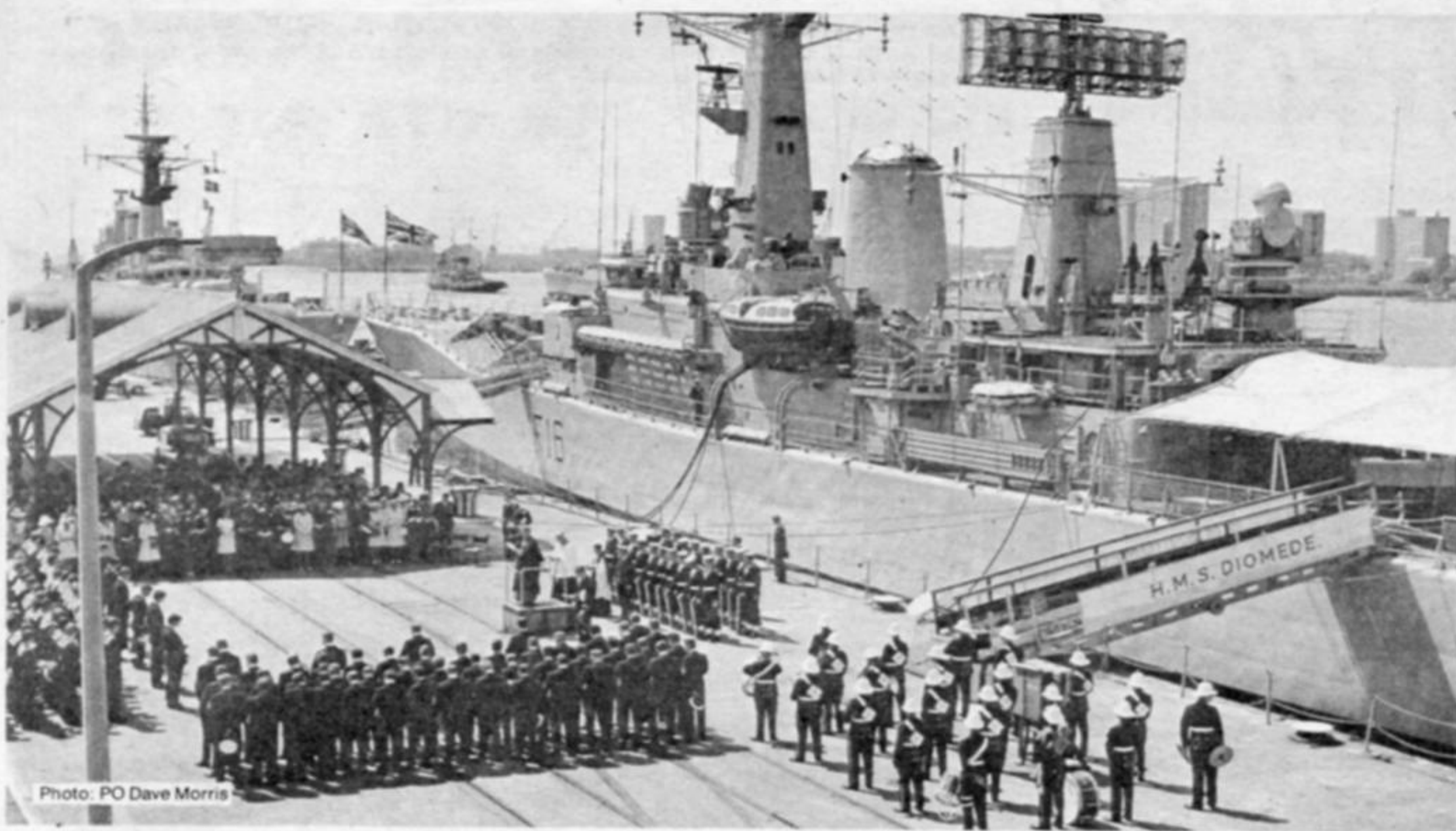


Photo: PO Dave Morris

DIOMEDE JOINS FLEET

Sunlit scene at Portsmouth (left) during the commissioning ceremony of H.M.S. Diomedé, newest ship to join the Fleet.

One of the attractions of the occasion was the magnificent cake made on board by PO Ck Allan Hart, the beautifully-executed white horses in icing being greatly admired for their fine detail.

Among those present was Lady Mills, wife of the Lieutenant Governor of Guernsey, Admiral Sir Charles Mills — it was Lady Mills who launched the ship in April 1969. Also present were a few members of the ship's company of the cruiser H.M.S. Diomedé, which was broken up in 1946.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CAF(AE) — Hall E. F. 927470; Beniston W.A. FX 917439; Wormleighton C.E.N. FX 872001.
To CA(AH) — Gillies J. FX 876265; Jarvis B. B. 927135; Rae W.W. F 935301.
To CA(MET) — Woodside J. 052130.
To CHEL(A) — Reeve B. F 935153; Martin E.P. F 941110; Holland A.B. FX 924151.
To ACART/MECH — Ormston D.V. FX 906786; Hawkins R.J. FX 857363; Hunt C.W. F 935370.
To CPO — Willett H.L. 928237; Gray M.J. 938130; Axford J. 896189; Farnell M.B. 889692; Town J. 883143; O'Sullivan J.J. 889059; Edmonds J.F. 896009; Gibbs P.L. 905995; Pimblett H. 930732; Garnham B. 899641; Coles A.G.R. 932411; Cooper D.S. 905803; Roberts F.J. 889497.
To MAA — Williams B.K. 922403; Cheyne H. 917986; Rabson M. 936621; Lawrence D.J. 971701.
To CPOSA — Farmer E. 880291; Day V.C. 900274.
To CPOCA — Andrews L.F. 936315; Byrne W.P. 919993; Ickrist V.D. 925966; Nanson R.R. 923613.
To CPOCK — Brown D.C.R. (EX O) 913218; Wildridge T.H. (EX S) 880871; Rogers F.H. (EX O) 896382; Davies G.H. (EX O) 918300; Daniell L. (EX S) 909203.
To ACME(A) — Bradwell B.C. 928523; Mullin P. 933982; Hicks A.J. 943655; Bath A.E. 928907.
To ACMECH — McWhinnie D.S. 951984.
To CMEM — Harris C.R. 907855; Sharp R.F.J. 920859; Duffy T.P. 931422; Foulds G.W. 907409; Burke H.C. 913386; Eastwood D.R. 934722; Hughes R.O. 902812; Conisbee R.A. 891264.
To CCEL — Sheppard D. 946986; Bottrill R. 933009.
To COEL — Shepherd A.H. 893349; Ross K.G. 979044; Smalley W.F. 895680.
To ACREL(MN) — Taylor R.K. 955860.
To CREL — Rogers K.W. 950195; Anderson B.C. 946829; Green J.A. 922142; Rumbold C.J. 969404.
To CRS(W) — Elder J.M. 060095.
To CCY — Morton D.S. 953252.
To CPOMA — Wray P.W. 940431; Ball J.D. 918323; Fielding E. 896400; Andrew P.H. 901054.
To CMT — Wright J.F. 879717; Jay R. 870629.

POINTS LEADERS

The following table shows the total points of the men at the top of each advancement roster. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

The number in brackets indicates the number of men with the same number of points.

Exchanges

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

G. R. L. Brooks, LS(RP2), R.N. Barracks, Portsmouth. On draft to H.M.S. Exmouth, November 1. Will exchange for any Portsmouth-based ship or any local foreign service.

J. C. Smith, Ck. H.M.S. Fawn, G.S.C. — Home leg. Devonport based. Will exchange for H.M.S. Cochrane or any Rosyth-based ship.

D. J. Annable, AB. (UC Star), Warrior Block, H.M.S. Vernon. On draft to H.M.S. Keppel at Rosyth, December. Will exchange for Portsmouth, Devonport or Chatham-based ship.

A. K. Miller, PO (UC 1), H.M.S. Vernon. On draft to H.M.S. Forth (L.R.P. over six months), August 23. Will exchange for any A/S frigate.

J. Saltunhall, PO. (RP), H.M.S. Dryad. On draft to H.M.S. Forth (L.R.P. over six months) at Plymouth, August 23. Will exchange with any RP 1 or RP 2 joining Dryad, or any other Portsmouth establishment.

N. J. Harston, A/LRO(T), R.N. Unit, R.A.F. Stanmore Park, Stanmore, Mdx. On draft to FO2FEF (unaccompanied), November 3, for 12 months. Will exchange for any U.K. ship — preferably Portsmouth based.

R. Jefferies, CEM 1, H.M.S. Phoebe. Will exchange for shore establishment, L.R.P. ship or H.S.S. ship, based at Chatham or Portsmouth preferably, but will consider Plymouth base.

S. F. Hobbs, POMEM, H.M.S. Sultan. On draft to H.M.S. Caprice, Port Service (over six months), August 25. Will exchange for similar job in Portsmouth area.

G. McGuire, Wtr. H.M.S. Osprey. Will exchange for any G.M.D. or shore base in Scotland.

S. Chaik, AB(B) (UC Star), Benbow Huts, H.M.S. Drake. Serving in H.M.S. Andromeda undergoing refit at Plymouth. Will exchange for any refitting Portsmouth or Chatham-based ship.

A. J. Worrell, LRO(T), Whitehall W/T, Old Admiralty Buildings, Whitehall, London, S.W.1. On draft to H.M.S. Andromeda, November 8. Will exchange for any married accompanied ship or shore base overseas.

CPO	1577	LS	371(2)	94(3)
CSMKR	1492	CPOCA	1637	CPO Wtr
PO Wtr	408	L Wtr	307	1375
PO SA	705(2)	LSA	562	CPOSA
PO Ck(ex S)	1053	L Ck	517(2)	1537
PO Sid	401	CPO Ck(ex O)	1958	CPO Ck(ex S)
MAA	1170	MAA(ex Coxn)	1302	CPO Ck(ex O)
CMEA(H)	602	CMEM	2057	RPO
CCEL	1589	COEL	1332	LMEM
CRS	1547	RS	587	109
CRS(W)	530	CCY	1310	CREL
LRO(T)	351	CMT	430	1384
PO MA	769	LMA	468	LRO(G)
POAF(AE)	370	LAM(AE)	360	438
POAF(O)	206	LAM(O)	286	CY
POA(AH)	764	LA(AH)	320(2)	540
POA(SE)	742	LA(SE)	63	CPO MA
POA(Phot)	431	LA(Phot)	394	625
POA(Met)	2033	CHEL(Air)	1876	CAF(AE)
CHREL(Air)	2033	POREL(Air)	294	835
				CAF(O)
				1293
				CA(AH)
				1688
				CA(SE)
				1224
				CA(Phot)
				608
				CA(Met)
				739
				POEL(Air)
				189(2)
				LREM(Air)
				317(2)

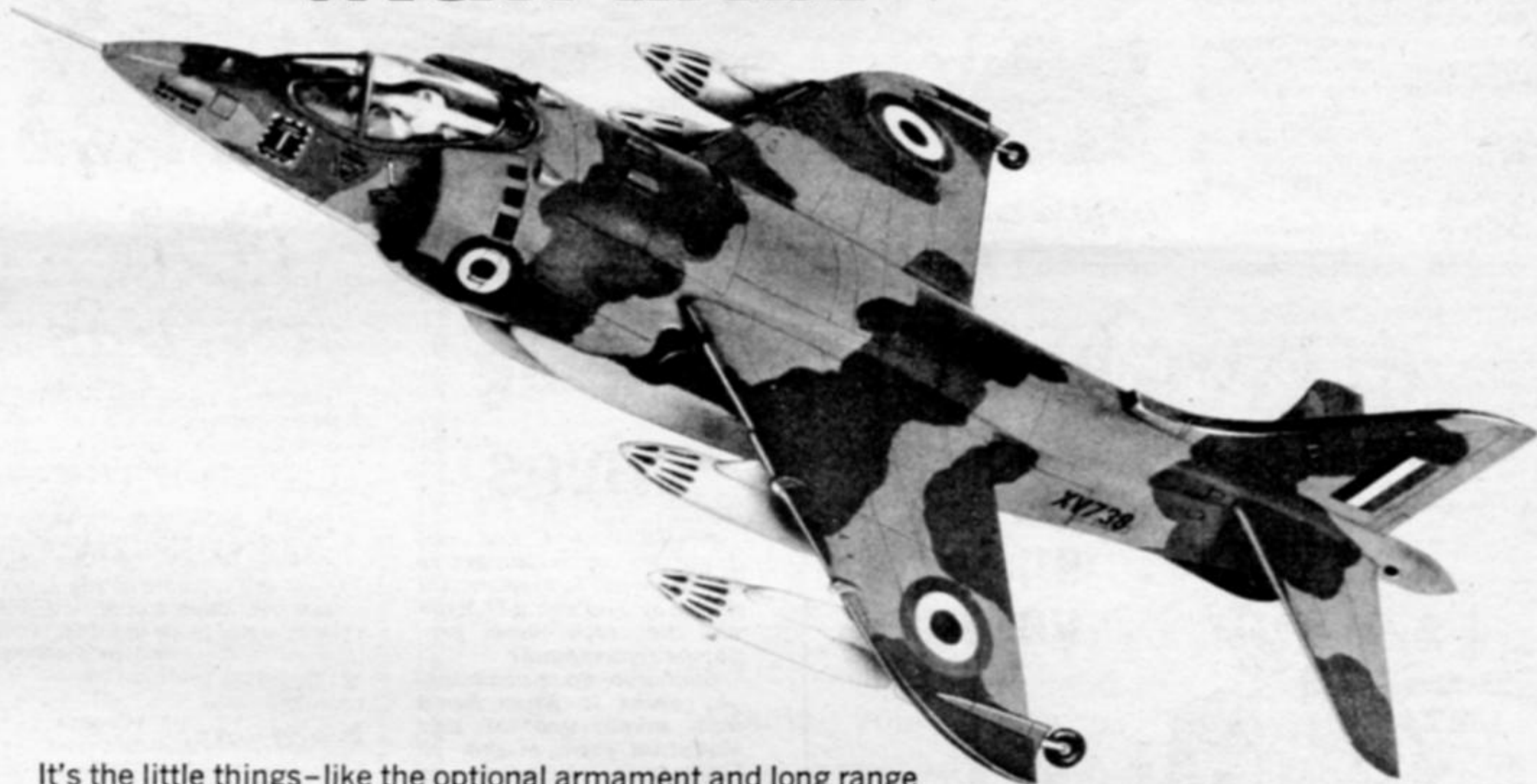
The following rosters are "Intermediate," i.e. there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: CMEA(Py)CMECH, POMEM, LEM(Air).

The following rosters are "dry": L. Std. CCEA/CCEMN, POCEL, LCEN, COEA/COEMN, POEL, LOEM, CREA/CREMN, POREL, LREM, RS(W), LRO(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(Air), CEA(Air), CHELMCH(Air), CHELMCH(Air), LA(Met).

G. C. Findlay, OEMI. 68 Mess, Ship's Company Block, H.M.S. Ganges, Shotley Gate, Suffolk. Joined May 24 for "over six months." Will exchange for Chatham or Portsmouth.

D. R. Edmonds, AB. (UC 3), H.M.S. Diomedé. Will exchange for Portsmouth-based ship or Portsmouth area establishment.

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Top left: Spitfire. Bottom left: E. E. Lightning. Right: Hercules



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GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

The only trouble about beer (apart from the price) is the amount of space it takes up in ships, and there could be times when the requirements of a fighting machine would take priority.

This is one of the points made in a revised Navy Department statement on the policy for the sale and stowage of beer in H.M. ships.

Beer sales through the Naafi aboard ship are subject to the stipulation that there must be no encroachment on space or weight sufficient to hamper operational efficiency.

"Operational factors may make necessary the withdrawal or restriction of the amenity at any time," says the official word.

There is no direct restriction on the amount of beer which may be sold to fleet chiefs, chiefs and petty officers, provided there is still stowage space for the junior ratings' authorized ration.

However, the captain is to limit or stop the purchase of beer by any individual or mess if he considers consumption to be excessive or extravagant.

Junior ratings are limited to three 12oz. cans a day — to be consumed on the day of purchase.

Beer space in future ships (and where possible in present ships at refit) will be that required to stow

When beer's in 'second place'

three cans of beer for every rating on board for two-thirds of the victualling (dry provision) endurance of the ship.

The statement recognizes that machinery for dispensing "keg" draught beer is embarked in some ships, and gives official approval for its continuance — for senior rates only. The privilege,

however, is to be exercised at the captain's discretion.

The Navy Department will not make any supply or replenishment arrangements for keg beer, and additional space will not be provided in ships for its stowage.

DCI 570/71

Down Under?

A spell with the Royal New Zealand Navy is a possibility for officers or ratings about to leave the Service, but no special consideration will be given to reducing the waiting time for voluntary retirement or discharge by purchase for anyone seeking such employment.

The initial engagement for both officers and ratings would be for eight years, though shorter engagements would be considered in special cases.

Successful applicants will get free air passage for themselves and their families.

DCI 514/71

In the case of Fleet Air Arm ratings, a limited number are required for a tour of 2½ years' loan service with the Royal Australian Navy.

Men near their normal engagement completion are eligible to apply and would be able to extend their service. Drafts are accompanied.

Ratings declared redundant in the Second Phase are not eligible, but opportunities exist for transfer to the Royal Australian Navy.

DCI 534/71 and 822/70

"Make a (hic) nil return for the replenishment signal!"

At Naafi HQ

Fleet representation at Naafi headquarters has been reorganized, the duties of Fleet Representative Far East and Gulf being undertaken by the Western Fleet representative and the U.K. tasks being shared between the Naval Air Command representative and a Naval Home Command representative.

The normal period of office of Fleet, Corps, and W.R.N.S. representatives will be extended from 18 months to two years.

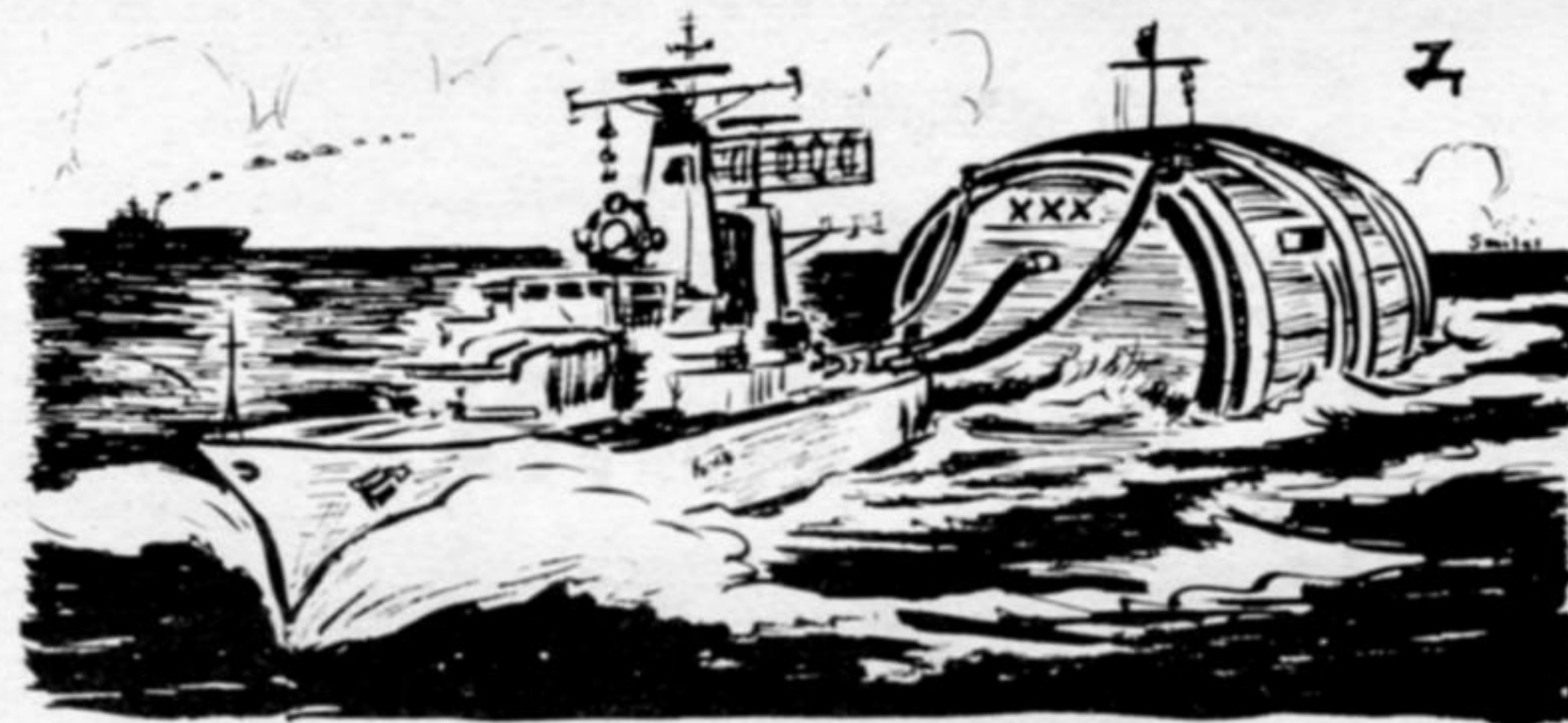
DCI 513/71

For treatment

Royal Navy and Royal Marines families may be able to get quicker hospital treatment at Haslar or Plymouth than would normally be possible in a National Health Service hospital.

Intending patients have to get their own doctors to apply.

DCI 533/71



By purchase

Names are announced of men whose applications have been approved for ordinary discharge by purchase for the period January 1 to March 31, 1971. Reckonable service was 5½ years for ratings and seven years for artificers and mechanics.

The next review will be in July.

DCI 527/71

Foreign-going wives

Where can I find out about getting an indulgence passage to Singapore for my baby and myself? What are the rules about pre-payment passages?

Such questions occasionally come to Navy News from wives, and the one important point is that all applications have to be started from the man, through his ship or establishment.

Sometimes it is possible for a family to go by sea if the necessary authority can be obtained from the Ministry of Defence.

Nowadays there is a Joint Services Booking Centre, and as from July 1, 1971, new procedures and documentation are to be introduced in the United Kingdom (and overseas in due course).

Although the new arrangements include new forms, applications for indulgence passages are to continue to be made on R.A.F. Form 2768 IND until further notice. Current rules will continue to apply.

Concerning the Far East and the Gulf, wives and families may continue pre-payment passage visits to unaccompanied personnel provided that their visits are permissible under the regulations.

Pre-payment passages may be possible but will not be an automatic entitlement during the period up to December 31, 1971.

Other pre-payment passages will continue as normal.

DCI (General) 109 and 112/71

Cine senders

Being "first with the news" is not only a matter for Fleet Street — it is important too in keeping the public informed about the highlights of Royal Navy activities.

The Navy's Director of Public Relations cannot do his job properly if news film arrives too late for Television Newsreel presentation.

To help in keeping the Service in the forefront of public interest, cine films should be sent Air Freight as a separate consignment — not with other stores — and a priority signal made to DPR (N).

DCI 509/71

Ward wear

Medical Branch ratings are to get a new outfit for ward wear in R.N. hospitals and, at the discretion of medical officers, in sick bays ashore or afloat.

The dress consists of a white jacket buttoning to the right side and shoulder with short cuffed sleeves, a white tee shirt, and white drill self-supporting trousers. In hot weather, the jacket may be removed.

DCI 522/71

Kit allowance

Officers of the rank of cadet or midshipman are not entitled to tax relief on uniforms, but with effect from April 1, 1971, will receive a uniform kit upkeep allowance as follows: cadets, £4.43 per term; midshipmen, £0.13 per day.

DCI 532/71

READ ANY GOOD BOOKS...

Advice from the terraces for the benefit of the ref, should be more authoritative among sailors who read "The A to Z of Soccer," by Parkinson and Hall. The book is among those listed for replenishments for ships' libraries.

There are books about

sailors, aircraft carriers, frigates, and motor cars, but interest ranges widely outside the Service from tram-cars to A New Dictionary of Birds.

DCI 524/71

Second careers

Possession of "tickets" acceptable in civvy street are always useful when seeking a second career outside.

Ratings who pass the professional examinations held at the R.N. Supply School for Stores Accountant and Petty Officer Stores Accountant will now also be awarded the Royal Society of Arts Stage I or Stage II Certificates in Storekeeping. There will be no charge.

DCI 535/71

For handicapped

Having a child who is physically or mentally handicapped adds to the problems of families who have to move about, and it is important that they should be aware of the special measures adopted generally by the Ministry of Defence to advise and assist.

"Handicapped" can refer to sight, hearing, speech, maladjustment, educationally sub-normal and associated difficulties, and in many cases inquiries should be started from the age of two, though Local Education Authorities may have to be "pushed" to comply with the parents' right to make a reasonable request for an examination. Often they prefer to wait until a child reaches school age, or even older.

DCI (General) 108/71

Charities plan

The Charity Commission has prepared a draft scheme to amalgamate the following charities:

The West Indies Royal Navy Ratings' Fund, the Duchess of Connaught's Fund for North America and West Indies Station and the Petty Officers' Sections of the Royal Navy Canteen Ireland Island.

The new fund is to be called The West Indies Station Royal Navy Ratings' Welfare Fund.

DCI 508/71



"I'll give you a ticket that's acceptable in civvy street!"

Leave form

The Short Leave Requests Form, S248a, has been considerably revised. A tear-off slip, to be used as a medical certificate, has now been included.

DCI 546/71

Norfolk's Cats pounce

When H.M.S. Norfolk's Seacat missiles were fired for the first time at Portland during her work-up, two aircraft were shot down by a Fluke — on purpose!

In fact, notable successes were achieved by AB Fluke in shooting down his two pilotless target aircraft and by AB Hughes, who shot down one.

The Norfolk became involved in a visit of the BBC's "Blue Peter" TV team to H.M.S. Leopard to film a simultaneous jack stay transfer between H.M. Ships Falmouth, Leopard, and Norfolk. The programme's John Noakes and a cameraman were transferred to the Norfolk and later returned to the Leopard.

Other visitors to the Norfolk at Portland were the French Chief of Naval Staff, Admiral A. M. G. L. F. Storelli, and Mr. W. H. K. Baker, M.P. for Banff in Scotland. Each spent a day on board.

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SALVAGE MONEY FOR SOBORTON

Salvage money is being distributed to the various classes of the ship's company of H.M.S. Soberton who took part in the assistance rendered to the MFV Our Queen on January 5, 1970.

The amounts range from £0.97 for 12th class to £11.60 for 2nd class.

DCI 512/71

Oh dear, those programme changes

A letter from one of the larger units in the Fleet, "not a complaint but seeking clarification of the rules" highlights one of the biggest man-management problems the Royal Navy has to tackle: Changes of programme.

A very extensive slice of the Service is engaged in planning the movements and refits of the Fleet for a long time ahead, striving for a tidy arrangement giving good value from the ships, the "presence" where it is needed, participation with our allies and just treatment for personnel.

But with the best crystal ball in the world, it is impossible to guarantee what will happen in, say, a couple of years' time.

There may be a sudden political "blow-up," a vital vessel may run into serious mechanical troubles, or the dockyard programmes necessitate a switch of work where it can be accommodated.

The pressures

When a change of programme begins to look inevitable, Drafty is in the position of being able to point out what this means to personnel — and their families.

Perhaps Drafty has been busy filling a ship with Pompey volunteers and for unexpected reasons a long refit has to take place at Devonport.

Some unfortunate in a lot of gold braid has to weigh political, operational and personnel pressures and make a decision.

It is the effect on the men which is playing an ever-increasing part in the ultimate ruling on whether a ship should be switched from A to B.

Having said that, however, it simply has to be accepted that some changes of programme are inevitable in a fighting service, and especially in the case of the Royal Navy, which has a considerable and justifiable pride in being "ready for anything" — and at any time.

Answering the call

The scale and speed of the mammoth Royal Navy contribution to the East Pakistan flood disaster operation is an example of the way the Service "answers the call."

Because there must be circumstances which demand "when" a ship is switched, and not "if," the Navy has a highly complicated set of rules to try to make up in some way for the inconvenience which has been caused.

First of all, as soon as a switch is inevitable, Drafty begins to re-route personnel in the continuing effort to meet preferences. Calculations then follow on the credits

LECTURE TO NAVAL FAMILIES THE DANGERS OF DRUG ABUSE

In response to numerous requests arrangements have been made for the Commander-in-Chief Naval Home Command's Drug Lecture team to lecture to Naval wives and families in Victory Theatre, R.N. Barracks, Portsmouth on Wednesday July 28 1971, beginning at 2.30 p.m. The lecture will last approximately 1½ hours. A lower age limit of 12 years is imposed on children attending and all children must be accompanied by a parent.

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Families Page

changes

High priority

In the case of the letter mentioned at the outset of this article, without a long probe into each individual history, it isn't possible for Navy News to attempt a detailed answer on whether a man may qualify for the normal allowance of the Service equivalent of "Green Shield stamps," or

allocated for those who had a somewhat rough deal — a "green rub" as the Navy calls it.

whether he is entitled to "treble for over four gallons."

The letter did make specific reference to accepted levels of separation, and it is true that after December this year the period is being reduced from 12 months to nine.

Efforts to further reduce separation have a high priority in naval planning.

Amid the general upheaval of a

programme change, there could be exceptional personal problems such as wedding plans.

Without giving pledges which might be impossible to fulfil, it can be said that the Navy has achieved some remarkable "bending backwards" operations, and makes every possible effort to keep humanity in the machine.

Incidentally, the case of the ship mentioned in this article also forms the background for part of this month's Drafty article on Page 2.

Wives who 'man ship'

All the nice girls love sailors, but the wives pictured here also "man ship" — they work for the Navy at H.M.S. Centurion, Rowner, Gosport.

They are relaxing from duty during families' day at the Pay and Drafting Computer Centre, which employs 550 people, the majority civilians, but they all belong to the "ship's company."

Left to right: Mrs. Janet Harding, Mrs. Cathy Sykes and her daughter Carl, Mrs. Jeanette Akers, Mrs. Penny Rosevear, Mrs. Dorothy Lawden, Mrs. Diana Greenwell and Mrs. Thora King.

For the families who visited the centre there were side-shows, putting, croquet, a children's playground and rides on H.M.S. Sultan's steam lorry.



Punishment — it's all a question of circumstances

Punishment is the subject of a letter from an ex-Wren, now a sailor's wife and living at Chatham.

"Isn't it about time that in today's Navy, some fair system of handing out punishment was introduced," she writes.

"One rating, five days after finishing five days' nines, is absent from place of duty for 50 hours, and receives seven days' nines."

"Another rating, who hasn't been under 'pun' for nearly three years, is adrift for 45 minutes and receives 14 days' nines, loss of two days' pay and a badge. He is waiting to pick up his hook, which means a longer wait and was recommended maximum leniency by his D.O."

One could only say to this reader that, on the face of it, there is a wide disparity in the two punishments, but without going thoroughly into every detail it is quite impossible to make a comparison.

So far as "fairness" is concerned, there are maximum scale punishments laid down, and it is left to the commanding officer to consider the particular details in deciding whether to ease the punishment. The fellow who regularly "cuts it fine" is likely to get much firmer treatment than one who is usually more methodical about his arrangements.

Punishment is liable to be much heavier when the offence is aggravated — for instance when a ship is under sailing orders — or repeated.

Remembering that the Royal Navy is a fighting service, and that commanding officer's discretion means some dependence on the personality or operational problems of the C.O. concerned, it might be said that punishment is tough, but not generally unfair as between one offender and another.

Scrutinized

Wives generally may be unaware of this important fact: a commanding officer has to make a regular "punishment return" to the local flag officer, and this is carefully scrutinized. It is highly unlikely that anything as grossly

unfair as the letter infers would go unnoticed.

Expressly in order to avoid unfairness, there are punishment "guide lines" to ensure that special attention is directed towards the effect on a man's domestic affairs and upon his career.

A matter of time-keeping which was trivial, and out of character, could well escape any punishment.

It is all a question of the circumstances.

And ALL the details.

'Bridging the gap' with messages

Wives or friends of men serving in H.M.S. Albion can "bridge the gap" by recording a message and choosing a piece of music to be played in a "Call from home" programme to be recorded in July/August.

Anyone living in the Plymouth, Portsmouth or London area who would like to take part should write to: Director of Naval Service Conditions (Section R3), Room 417 Archway Block South, Old Admiralty Building, London, S.W.1.

The recording is subject to at least 12 applications being received from the Portsmouth or Plymouth areas.

She'd like a trip abroad

"Trips abroad" are much in Service family thoughts, and may well be more so when there are fewer opportunities after the rundown in the Far East.

A letter to Navy News concerns a girl whose fiancé is serving in H.M.S. Albion.

"I was hoping very much to be able to fly out to Singapore in August on one of the arranged flights. We have enough money saved," she says.

Unhappily she found that she was not eligible — not even if they arranged to get married in Singapore.

"Apparently one has to be from a shore base to be eligible, and this seems rather unfair," she says.

More difficult

Navy News understands that only wives and families are able to take advantage of pre-payment air passages. If this bride-to-be went to Singapore on a civilian flight at her own expense, and married in Singapore, she would then presumably be entitled to seek an indulgence flight back, though

these are proving more difficult with the rundown.

If the girl's fiancé is on Local Foreign Service and is thereby entitled to a family passage at public expense, she could travel out to him free, provided they were married within a month of her arrival.

Bend the rules?

"Waiting these ten months while the Albion is away seems like a lifetime," says this reader. "Can't the rules be bent just a tiny bit for us lonely girls?"

Navy News can only reply, "Fraid not," but we do hope that eventually, as a naval wife, she will get her chance for a trip abroad, and that the privileges of "marrying into the Service" will help to balance the disadvantages.



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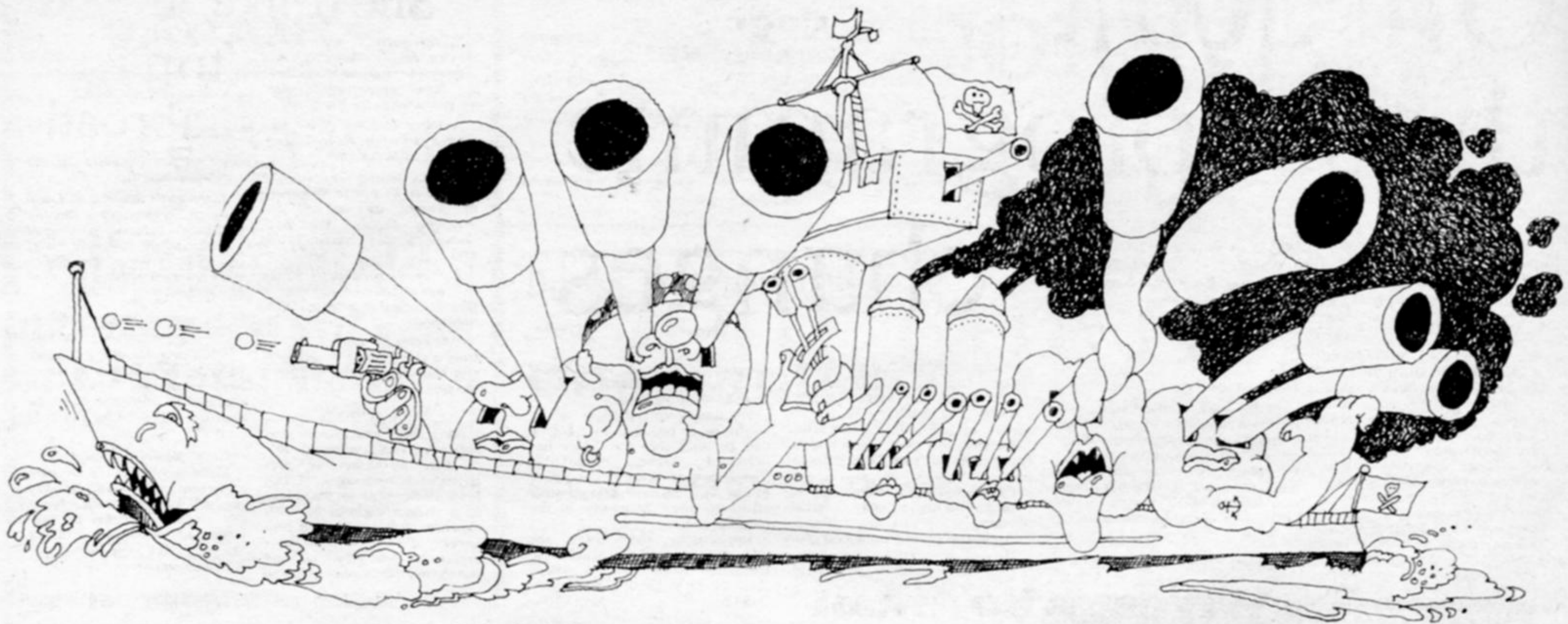
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Motor sport on the move



A Royal Navy entry in the East Africa Safari Rally 1972 and the possibility of having three Range Rovers in the 1972 London-to-Sydney Marathon were among items mentioned at the initial meeting of the Royal Naval and Royal Marines Motoring Association, held at Portsmouth on June 7.

Official approval has been given for the formation of the association (DCI 584/71), which means that motoring is now a recognized sport in the Service.

Lieut. R. G. Scutt, the Portland representative at the initial meeting, asked whether the association would back him on the East African Safari Rally, and

allow him to enter as an official association entry.

All agreed it was an excellent idea. A co-driver is required, and volunteers are asked to contact Lieut. Scutt (H.M.S. Undaunted).

NEGOTIATIONS

Negotiations are in progress with Lord Stokes on the possi-

bility of entry into the London-to-Sydney Marathon.

But the idea is not merely to assist the lucky or wealthy on Monte Carlo rallies or London-Sydney marathons (though they will get support), but to benefit all members of the Service with events covering as wide a field as possible.

Activities currently envisaged include motor rallying, motor-cross, motor-cycling, motor-cycle scrambling and go-karting.

The main initial aim is to form a point of contact on motoring matters within the Service, followed by affiliation with local and national associations so that members can enjoy activities wherever they may be.

As well as promoting events, the association intends to assist members to pass the standard and advanced driving tests, and secure such practical benefits as favourable terms for insurance, driving lessons and purchase of cars and accessories.

Membership fee will be £1 a year.

INTER-UNIT EVENT

The Portsmouth meeting was told that Bovington tank tracks could be made available for autocross, and the Ganges parade ground for driving skill exercises.

The association is to participate in a Collingwood Motor Club event in July, and will run an inter-unit event (lasting about four days with night driving) in September.

Initially, association officers will be: President, Vice-Admiral T. T. Lewin; chairman, Commodore I. J. Lees-Spalding; secretary, Capt. D. J. Clapson; membership secretary, Second Officer M. S. Horton, W.R.N.S., 18, South Terrace, H.M. Dockyard, Portsmouth; treasurer, Cdr. J. J. Mitchell.

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FOR ALL-COMERS

The motor car, as well as being a means of getting from A to B, is an absorbing recreational activity, ranging from the loving care bestowed upon a veteran to the tuning of a "hot rod."

Perhaps because of frequent absences afloat, sailors return to their cars with revived enthusiasm, and popular support is expected for the new Royal Naval and Royal Marines Motoring Association — an all-comers' organization open to everybody in the Service with a motoring interest.

Family occasion



One resident of Copenhagen had a very special reason to visit the assault ship H.M.S. Fearless when she was open to visitors during her four-day visit to the Danish capital. Her brother, POMEM Stuart Olufsen, was on board.

PO Olufsen lives in Torpoint and has two children. His sister in Copenhagen has two daughters. Their grandfather was Danish by birth and served in the Danish Navy. Now he lives in Ardrossan.

In the picture POMEM Olufsen shows his sister and brother-in-law around the ship.

The Fearless visited Copenhagen after taking part in two amphibious exercises, including her operational readiness inspection by the Flag Officer Carriers and Amphibious Ships, Rear-Admiral J. D. Treacher.

CRUISE RECORDS AS BARS BOW OUT

In the final year of their service under the White Ensign, the two remaining Bar class boom defence vessels, H.M. ships Barbain and Barfoil, have created new steaming records for the class during a cruise around the Indian Ocean.

The Barbain was paying off at the age of 31 on June 30, and the younger Barfoil follows on September 30.

The cruise of 9,522 miles beat the Barbain's individual cruise record by 332 miles. Starting and finishing at Singapore, the two ships visited Penang, Cochin, Karachi, Masira, Salalah, Mombasa, the Seychelles and Gan.

With revolutions for eight and a half knots, the 1,539-mile leg from Salalah to Mombasa was covered in 160 hours at an average speed of just under 10 knots.

EXHILARATING

This was with the assistance of the coast current and the absence of the counter-current, and, for two hours, speed of 13 knots was made good. It was an exhilarating

experience for a plodding Bar vessel.

On the final leg, from Gan to Singapore, the 2,000 miles was completed without stopping or fuelling, to beat the Barbain's previous distance endurance record by 20 miles, but in a shorter time.

FIRST TIME

The reason for the Bar vessels' epic voyage was to lift a leg of mooring from the Mombasa mud.

H.M.S. Layburn and a 60-ton crane had not been able to lift it after several days' struggle in 1966.

After the mooring had been lifted at the first attempt on the first working day with no assistance, the Barbain was distinctly heard to grunt, "Perhaps it's the Lay class that should pay off!"

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Charming young visitor to H.M.S. Hydra during the ship's call at Yokosuka.

Arriving in the U.K. in late June after 18 months service in Far Eastern waters was the ocean survey ship H.M.S. Hydra. Her main task has been a survey of the 180-mile length of the Malacca Strait to find routes through its shallows and sandbanks for deep-draught shipping.

On completion of the survey in March, the



Hydra had run some 16,000 miles of soundings and swept five wrecks for least depth. Although charts embodying results of the survey will not be available for some time, more than 70 shoal soundings of immediate importance were signalled to the Hydrographer for the Navy for promulgation to world shipping.

Leaving Singapore in mid-March the Hydra carried out inshore surveys in Hong Kong waters before starting her long passage home across the Pacific and through the Panama Canal.

On the way she called at Yokosuka, where members of the ship's company took part in

For more than 175 years the department of the Hydrographer of the Navy has been surveying the oceans of the world.

But the tasks which the Hydrographer faces "are increasing so rapidly that they cannot always fully be accepted. The sudden increase in the draught of merchant ships, mainly tanker and bulk cargo carrying vessels, has outstripped knowledge of their underkeel environment in coastal waters.

"A requirement now exists for additional and more accurate knowledge of the nature, topography and dynamics of the sea bed, and a better understanding of off-shore tides."

So writes Rear-Admiral G. S. Ritchie, who in February ended a five-year appointment as Hydrographer of the Navy.

TO REPLACE VIDAL

The Hydrographer's report for 1970 goes on "There are now more than 98 vessels (all tankers) of more than 100,000 tons in existence and at least six of these draw more than 80 feet.

"These dimensions are alarming — and the increase in size almost outstrips the capacity of surveyors to survey."

The report says that approval has been given for another Hecla-class ship to replace H.M.S.

Vidal which, after nearly 20 years service, is to be finally paid off.

In the shipbuilding sphere the little fleet of small vessels — Echo, Enterprise, Egeria and Woodlark — which maintains surveys round the coasts of Britain, is the next consideration for replacement.

In 1970 the Hecla and the Hecate have been employed in the North Atlantic, suffering much bad weather. (Hecate says that records show that for 50 per cent of the time the ship was at sea during the year the wind was at gale or near-gale strength."

TO PAKISTAN

The Hydra was detached from her survey work in October as part of the British force sent from Singapore to relieve the area of East Pakistan stricken by a severe

Japan, U.S. and Mexico on Hydra's homeward route

the annual memorial ceremony at the grave of William Adams, the Chatham mariner who became adviser to the Shogun in the 16th century. The Mayor gave the commanding officer (Cdr. R. O. Morris) an official message from Yokosuka to the Mayor of Chatham.

In the Pacific observations were made over the mid-ocean ridge between Midway and the Aleutian Islands, and next port of call was Long Beach, where many members of the ship's company visited the Queen Mary.

Acapulco was another highlight of the passage home.

In the Caribbean shoal soundings were taken, before making a call at Bridgetown, Barbados.

The Hydra was arriving at Plymouth on June 22 and off Sheerness on June 24, with families going by boat down the Medway to have lunch on board and before travelling up river to Chatham in the ship on the last leg of her 21-month voyage round the world.

BIG TANKERS POSE SURVEY PROBLEM

cyclone and tidal wave.

A fortnight previously, five fishermen were rescued from a capsized sampan in the Singapore Strait by the ship's gennies.

While H.M.S. Vidal was surveying in the Persian Gulf a large dhow was driven aground off Khawr Ghanadah, and a survey party, based ashore, spent six hours in trying to rescue as many as possible of the 125 passengers.

Unfortunately, about 20, mostly women and children, were

drowned. The party's boats had to contend with heavy surf and breakers in the shallow approaches, and darkness added to the difficulties.

CHARTS 'BOOM'

The sale of charts and publications has again increased — to a record level of about 2,000,000 copies a year. Net revenue earned by the sale of charts and publications in 1970 exceed £1,000,000 for the first time.

LAUGH NAVY



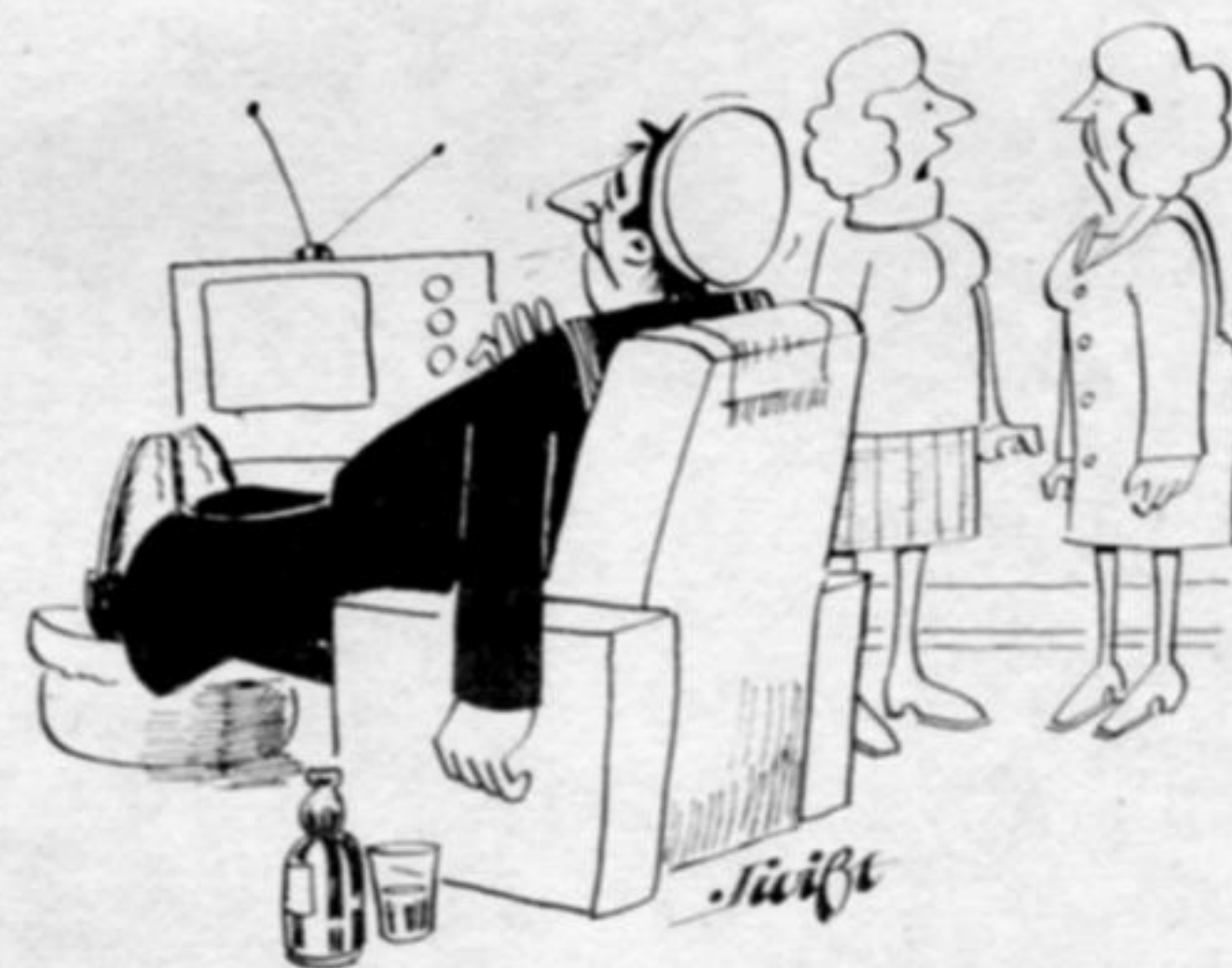
"Touch your collar for luck Jack?"



"Being a little admiral has its problems."



"And if you're killed in battle, my son, would you like to be cremated, buried or framed?"



"Being married to a sailor has its compensations — he's away most of the time."



"This looks the ideal spot for a good night out."

Farewell Eagle

—East bound

Devonport departure



There was a note of nostalgia when H.M.S. Eagle sailed from her Devonport home on May 26.

The aircraft carrier was sailing from Devonport for the last time bound for foreign parts. She will return to the prospect of paying off, with the name Eagle lapsing after nearly 400 years.

The Eagle is to operate East of Suez with her squadrons of Buccaneers, Sea Vixens and Sea Kings embarked.

... GOING WITH A PLYMOUTH BELL

H.M.S. Eagle had an extra bell on board when she sailed for the Far East, but this one was travelling on a single ticket! It was due to be delivered at the town of New Plymouth in New Zealand.

The bell was on its way from England's Plymouth in response to a request made a year ago by visitors from the New Zealand town.

DELIVER—OR TRANSFER

On May 17, the Lord Mayor of Plymouth (Mr. Eric Nuttall) formally handed the bell to Capt. I. G. W. Robertson (below), commanding officer of H.M.S. Eagle, who agreed to deliver it if the Eagle should visit New Zealand.

If a visit was not possible, the bell would be transferred to another Royal Navy ship for delivery.



GIVING TO SAVE LIVES

Flag day for the Royal National Lifeboat Institution is recognized by commanding officers as a day when naval personnel have the opportunity to say thank-you to those who save life around U.K. shores.

When five pretty collectors arrived in H.M.S. Eagle at Devonport, they received — in addition to the flag day contributions — a share of the £425 proceeds of a sponsored road race which was organized by Eagle runners when the ship visited Gibraltar.

The runners covered an average of 20 miles around the Rock, and, as a result of their efforts, other cheques went to a Gibraltar charity, cancer research and the Cheshire Home for Children.



Tuneful tribute

The Royal Marines band of H.M.S. Eagle gave a musical farewell to the new Townsend Ferry, m.v. Eagle, when she left on her maiden voyage from Southampton.

In a bit of a lather!

When H.M.S. Eagle visited Villefranche earlier this year a reception was held in the main hangar at which the Royal Marine Band Beat Retreat.

A cutting from a local

newspaper report, just received, states, "Une attraction particulièrement agreable, terminee par le 'Good shave the King' et la 'Marseillaise'."

Rescue bid — a tribute

AB Christopher Allen (22), serving in H.M.S. Achilles, has been congratulated by the Commander-in-Chief Western Fleet for his presence of mind and prompt action following an accident while the ship was at Simonstown in April.

When two local workers, repainting the ship's side, fell into the sea, one surfaced and climbed onto a nearby catamaran, but the other could not be seen.

AB Allen went to the diving store, dressed for diving — complete with breathing apparatus — and entered the water.

In a short time he located the missing man and brought him to the surface.

The worker was given resuscitation, but without effect. Had circumstances been more favourable, there is little doubt that AB Allen's quick reaction would have saved a life.

'ECHOES' FROM PAST SUBS.

Submarine Command's museum at H.M.S. Dolphin acquired two more links with the past after the Flag Officer Submarines, Vice-Admiral J. C. Y. Roxburgh, had visited the Barrow Shipbuilding Works of Vickers Shipbuilding Group in May.

Mr. L. Redshaw, Chairman of the group and president of the Shipbuilders' and Repairers' National Association, presented Admiral Roxburgh with the ensign and jackstaff toppings from H.M. Submarines Triton and Undine.

Both submarines, built by Vickers at Barrow, were lost during the second world war, and the replicas were reminders of the days when each submarine had a distinctive "topping" to her ensign and jack staffs, and not the standard Admiralty crown now used.

Right: Vice-Admiral J. C. Y. Roxburgh, Flag Officer Submarines, admires a replica of H.M.S. Triton's staff topping (a merman with a sea-shell trumpet), with Mr. Redshaw.

After it was found that the patterns for the original castings were still in existence, the replicas were made in Vicast, a new material produced from research into plastics and composites.

During his visit to Barrow, Admiral Roxburgh met Mr. J. G. Cameron, Principal Naval Overseer, Ministry of Defence (Navy), the commanding officers of H.M. Submarines Courageous and Swiftsure, and Vickers directors and officials.

MUSEUM REOPENS

May was also the month in which Admiral Roxburgh reopened Submarine Command's museum after its six-month, £2,000 "refit."

It is open to the public until September 12 (excluding Navy Days), and conducted tours leave the Dolphin main gate at 2 p.m., 3 p.m., 4 p.m. and 5 p.m.

All staff toppers



Navy News

Editor:
W. WILKINSON
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Time to close this chapter?

While this issue was being completed, inquiries were still proceeding into the sad ending to the Royal Navy's sailing race from Plymouth to Fowey. Amid the sympathy, the tragedy is bound to provoke thoughts which are quite independent of the immediate causes or difficulties.

The 35 boats taking part were whalers, cutters, and gigs, which throughout the years have played an important part in teaching boys their seamanship. And many of the boys were put off sailing for life.

Beginners packed into a cutter on the open sea in a brisk wind would find it very wet, and if it was cold they would also be miserable. Those unused to the sea could be excited, and some would be frightened.

"Do them a damn lot of good" may be the keep-it-tough comment.

ANCIENT BOATS

While others argue that one out, it seems fair to ask whether the appearance of cutters and whalers at civilian regattas is truly representative of the modern Navy. They look ancient, and often scruffy.

Thousands of young men and women learn to sail every year in civilian clubs, using the kind of modern racing craft which the Royal Navy possesses by the hundred.

They "get their bottoms wet," have all the spice of danger, can right a capsized boat, and use proper gear to keep out the cold. They can race in lively conditions, and be fairly easily supervised for rescue purposes if necessary. Played this way, sailing is a modern sport in keeping with a progressive Service.

For passage racing in open waters the Navy has quite a generous fleet of well-designed yachts.

SPICE OF DANGER

Nobody wants to mollycoddle young sailors, nor would they wish it themselves, but in learning the ways of the sea — even to the point of danger — there is no need to be more uncomfortable than is necessary, nor to keep on using some of the oldest and superseded tools of the trade.

Just a few weeks ago the last cutters left the Britannia Royal Naval College, Dartmouth; "the end of an era" they announced.

Not many tears would be shed if the chapter was closed throughout the Service.



"I wonder what these ancient mariners think the beer is going to do for theirs?"

MAJORITY VIEW, SAYS NAVY OPINION POLL

'Longer career good for the Service'

Nearly two-thirds of the Royal Navy believe that a longer career would be good for the Service, and a third would be pleased to take advantage of the opportunity.

These are among the early conclusions to be drawn from an opinion poll, held in February this year, as part of the current review on the possibility of extending the naval career.

A questionnaire sent to 1,400 ratings from all branches and of all seniorities drew an excellent response, which should be of interest to all readers of Navy News, and especially those who took part in the exercise.

The message

It may seem academic to ask whether ratings should be allowed to extend retirement age to, say, 50, when only 17 out of every 100 carry on to pension, but the questionnaire revealed that while seniors were understandably more enthusiastic than juniors, the essential message from the Fleet was the same regardless of seniority.

Three-quarters of the replies agreed that a career to 50 would encourage men to re-engage at nine and 14 years' service, although not all were

of the same mind on the extent of the incentive.

Why do men NOT want to stay beyond 40?

Among a list of suggested reasons in the questionnaire, the answers rated these as by far the more important — Difficult to get a good job if you leave after 40; Family pressures.

Why do men favour staying after 40?

The reason most frequently quoted was "The Services offer real security."

Retaining expertise

From the naval viewpoint, the advantage of keeping men longer would mean maintain-

ing the total strength with fewer recruits, while at the same time retaining a higher level of expertise and experience.

Advancement, however, would be slower. It is a reluctance to slow the advancement rate which has been the overriding reason why a longer career has not been introduced before.

For the individual, 40 is often the age when domestic expenses are at their height, and therefore not the best time

to begin seeking a new career.

An opportunity to serve longer would allow men to go on to a retirement age more suitable to them and their family commitments.

Whatever the eventual Admiralty decision, it should be emphasized now that no alteration would worsen present pension qualification, nor affect the entitlement to give notice to leave (as at present after ten years' service).

It will be some months

before the survey has been fully analysed and the Admiralty have been able to take all the other factors into account.

There is, however, one additional message which should go to the Fleet.

You're a lot more valuable than you seem to think!

When asked in the survey how much they thought they would earn in civvy street on leaving the R.N. at the age of 40, 50 per cent. suspected they would get £24 a week or less.

There are a few thousand of their former shipmates who will tell today's mate-lots they are understating both their abilities and their opportunities.

A HAPPY OCCASION

to mark a career unusually long on existing standards.

Master-at-Arms Chiverton, of H.M.S. Fearless, receives the congratulations of Rear-Admiral J. D. Treacher, who presented his Clasp to Long Service and Good Conduct Medal.

MAA Chiverton, who lives at Peverell, Plymouth, has 32 years' service to his credit.

'SON ET LUMIERE' IN TRIUMPH

When the 25th anniversary of H.M.S. Triumph's acceptance into the Royal Navy came up it was decided to mark the event with a special "Son et Lumiere" pageant.

The Triumph, originally an aircraft carrier, is now the Far East

Fleet's maintenance ship based at Singapore.

The pageant, in sound and light, featured the ten Triumphs which have served the Navy since the first ship of the name, which fought against the Armada.

It was possibly the first performance of its kind in a Royal Navy ship, and it is hoped that it can be repeated when the Triumph visits foreign ports — certainly a novel twist to the normal "open to visitors" routine.

The pageant, featuring "The Triumphs of the Unknown Sailor," was jointly produced by the Rev. Ray Jones and Surgeon Lt-Commander Ted Grant, and all ship's departments lent a hand.

The present Triumph, which is commanded by Capt. J. M. Forbes, has a claim to add to the historical record. She has maintained nearly 200 other ships during the past 18 months.



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Prospectus from Secretary.

BLONDES WERE SWEDE AND LOVELY AND ...

All the delights of Scandinavian hospitality were enjoyed by the ships' companies of the commando carrier H.M.S. Bulwark and the frigate H.M.S. Andromeda during their two-week long official visits to Stockholm and Helsinki in May (writes Lawrie Phillips).

The Bulwark, with 845 Naval Air Commando Squadron and part of 41 Commando, Royal Marines, embarked was wearing

Smiling
welcome



The British ships were welcomed to Stockholm by the Swedish beauty hostess known as the Queen of Malaren.

the flag of Admiral Sir William O'Brien, Commander-in-Chief Western Fleet. The welcome given by the Swedes and Finns was second to none and the visits provided some of the best runs ashore ever.

A good start to the Stockholm visit was ensured when the Swedish beauty hostess known as the Queen of Malaren presented the symbolic tokens of welcome, the Keys of the City, to the Commander-in-Chief.

SPLendid WEATHER

The ships were dressed overall on May 19 in splendid weather to greet the heir to the Swedish throne, the Crown Prince Carl Gustav, who visited the Bulwark and toured the ship.

He is a lieutenant in the Swedish Navy and was returning the call made on his grandfather, King Gustav VI Adolf, by Admiral O'Brien.

Thousands of members of the public toured the two ships during the four-day visit.

Entertainments organized ashore were memorable, highlight being a dance in the City Hall for officers, men and members of the British community. Music was provided by the Commander-in-Chief's Royal Marine Band — and there were plenty of Baltic blonde dancing partners. Solitary drip — the price of beer.

RED "SHADOW"

During the visit many sailors made a point of visiting the preserved hulk of the old Swedish warship, the Vasa, which capsize 333 years ago and is now on show to tourists.

The squadron sailed on May 20 for Helsinki, picking up the Russian "shadow" again when just clear of the harbour. The people on the other side of the Baltic had

maintained a close interest in the British ships throughout the visit, and at one time there were 11 Communist warships plodding along in the Bulwark's wake.

CROWN PRINCE NAVAL OFFICER



Intent on out-entertaining the Swedes, the Finns opened their capital city to the British and once again, thousands of visitors queued in the noticeably colder weather to look over the ships.

Wars and fires have destroyed the old, timber-built Helsinki but the present city shows Finnish architecture at its best. The world-famous Arabia glass factory proved a source of interest — and of rabbits. Once again the wealth of eligible young ladies (they outnumber the men by seven to one, we were told) transformed the Bulwark and Andromeda into the most pro-Finnish units of the British battle fleet.

More formal occasions of the Helsinki visit included a call by the Commander-in-Chief on the President of Finland, and the laying of wreaths by the Admiral on the grave of Marshal Mannerheim.

Crown Prince Carl Gustav, heir to the Swedish throne, toured H.M.S. Bulwark during the ship's visit to Stockholm. The Crown Prince, who is a lieutenant in the Swedish Navy, is accompanied here by the Bulwark's commanding officer, Capt. B. H. Notley.

HALMSTAD 'HAPPY RETURNS'

The Swedish town of Halmstad provided a happy return visit for H.M.S. Keppel in May. Although "runs ashore" were expensive, a good time was had by all and there was plenty of hospitality.

A soccer match was drawn, but the ship's rugby team defeated a local side 23-11.

Several of the ship's company took advantage of the glorious weather and the beautiful beaches nearby to go on banyans.

The Keppel, which is commanded by Lieut-Cdr. R. E. Onslow, had previously been to Halmstad in 1968.

Exocet weapon system for the Royal Navy

Anglo-French agreement has been reached on supply of the Exocet weapon system for the Royal Navy.

During the air show at Le Bourget in June an inter-Government agreement relating to the system was signed by M. Debre, French Secretary of State for National Defence, and Mr. Christopher Soames, British Ambassador in Paris. At the same time a contract for supply of Exocet missiles and associated equipment for the Royal Navy was signed by the British Government and SNIAS, who develop the Exocet system.

It had been reported in the Supplementary Statement on Defence Policy 1970 that, subject to satisfactory conclusion of negotiations with the French Government, it was intended that Exocet should be

widely fitted in R.N. surface ships in the 1970s.

After several months of negotiation, agreement was reached on terms of a contract for procurement of the system and on a government-to-government Memorandum of Understanding, which will underwrite the contract terms. These, together, represent a satisfactory agreement to the British Government.

Decisions were therefore taken to purchase Exocet ship systems for wide fitting in frigates and larger ships, with a sufficient number of missiles to provide them with a surface-to-surface capability well into the 1980s.

The agreements provide for participation by British industry in the series production of the system, and mark an important stage in Anglo-French co-operation in the armament field.

Bulwark had right Royal time

The arrival at Stockholm
by H.M.S. Bulwark.



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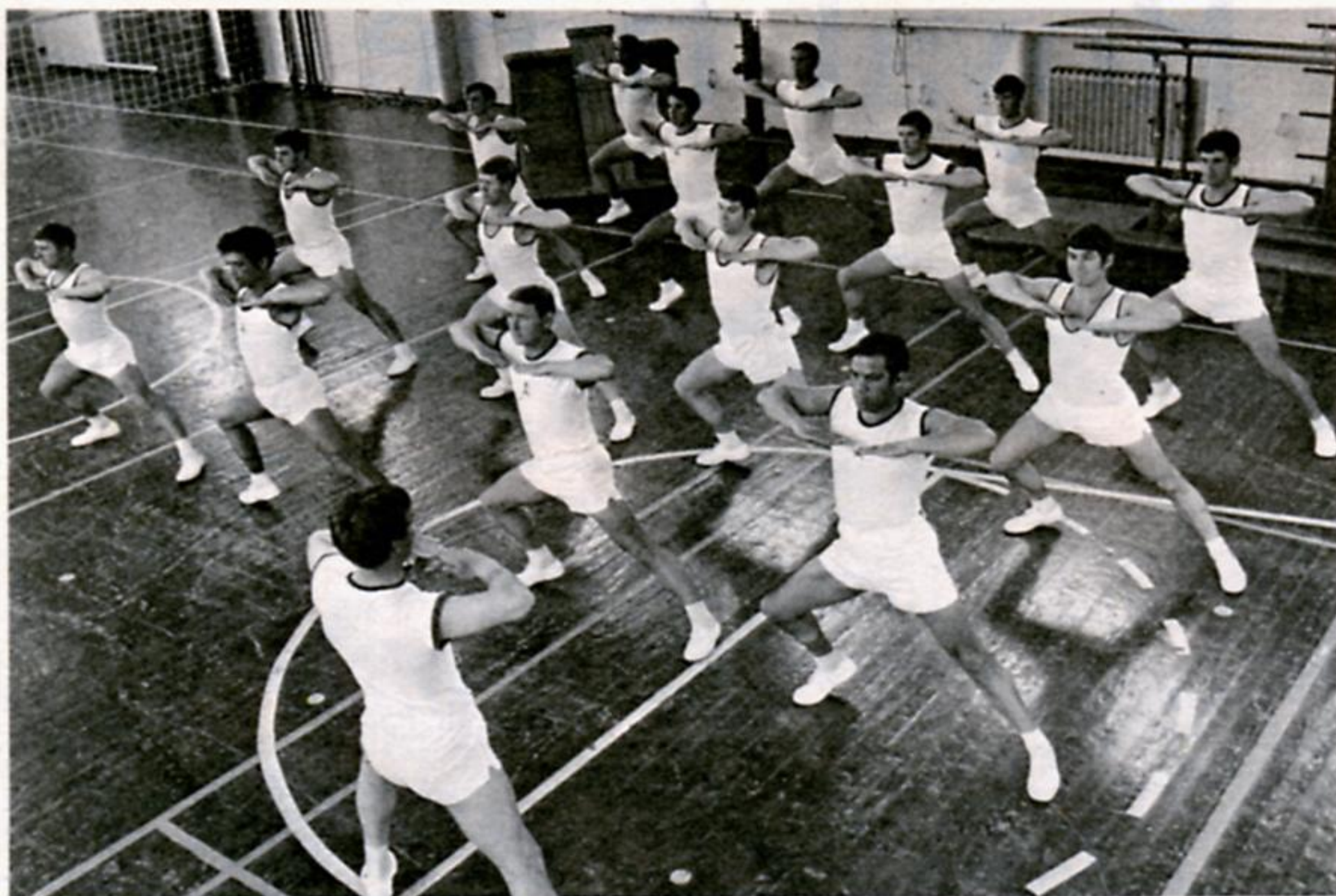
Anglia House, Harwich, Essex. Telephone 2281

QUOTE — by Capt. C. A. W. Weston, Director of Naval Physical Training and Sport in the programme for the commissioning ceremony of H.M.S. Temeraire on June 11.

"The Royal Naval School of Physical Training is today saying goodbye to its much respected nickname of 'Pitt Street' and, in its place, is being given

the name of H.M.S. Temeraire whose reputation as a fighting ship was immortalized in Turner's well-known painting and Henry Newbolt's poem.

"The P.T. Branch has always been renowned for its leadership, its cheerfulness and its professional expertise — qualities which are needed as much today as when H.M.S. Temeraire sailed with Lord Nelson at the Battle of Trafalgar."



SPORT WITH A SPRING

Armchair sports enthusiasts may well get tired just by looking at pictures like these of Staff P.T. Instructor, CPO Terry Weeks energetically enjoying his work at H.M.S. Temeraire.

In the top picture he is busy guiding members of the current PT2 and PT1 qualifying courses through the various manoeuvres of P.T.

Then, hardly pausing for breath, it seems, he is demonstrating (right) to the PT2 course the ups and downs of life on the trampoline, the Navy's newest sport.

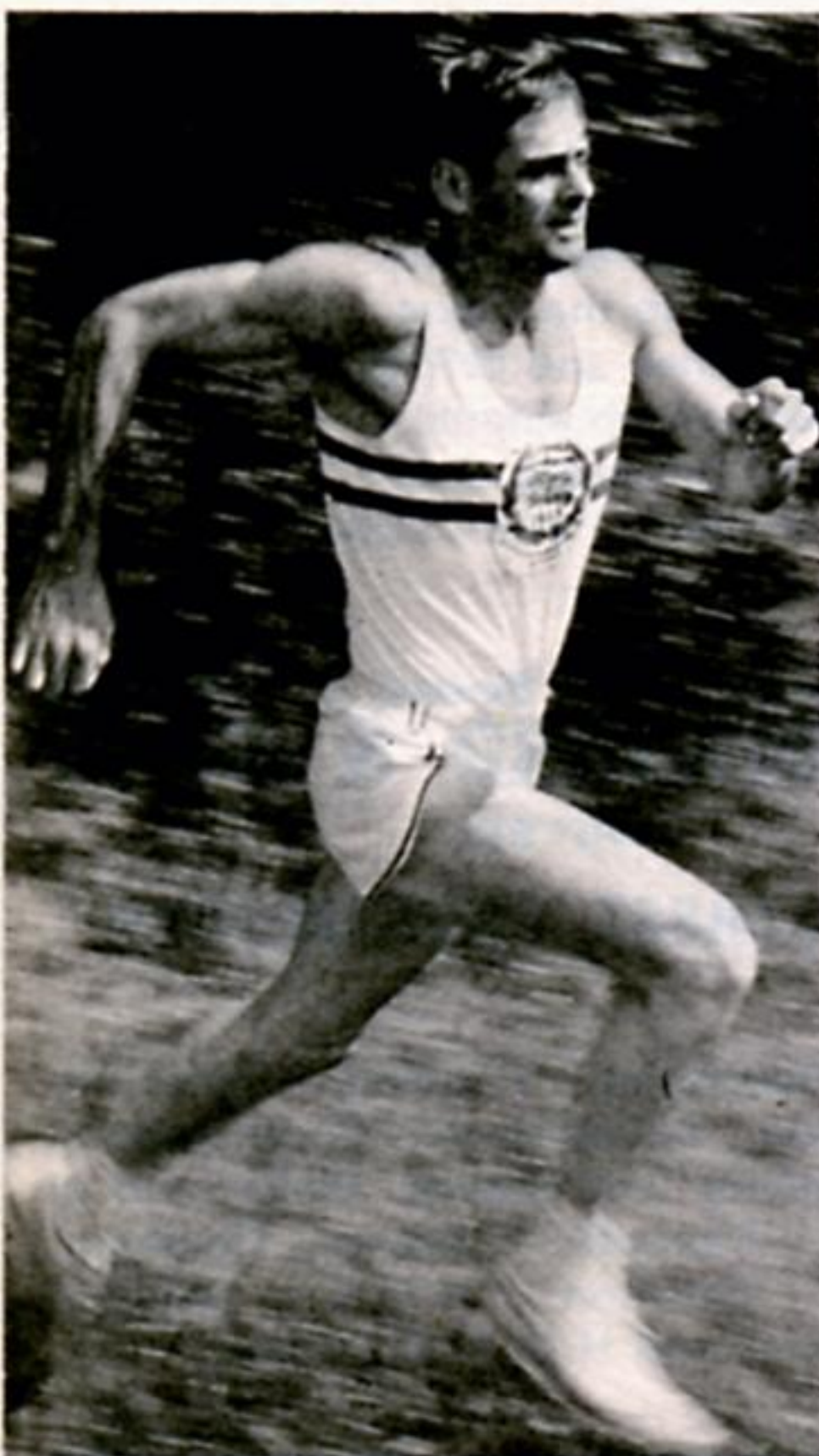


Men who have made a mark

The effort and determination of the dedicated Royal Navy sportsmen who belong to the ever growing list of sailors who have represented their country in sport is well illustrated in this "picture gallery" of just a few of the current top sporting names in the Navy.

You will know others, of course. Names

like sailing's Olympic gold medallist Rodney Paterson, hockey's Simon Cook and boxer Peter Voce are among those that spring to mind.



Jim Douglas, international 800 and 1500 metres runner.



The powerful John Watts — in the national top three for both discus and shot.



"Flying" in the long jump — Cliff Brooks, one of the three N decaathletes in the British top ten.

FIGHT

... And now she's the Sporting Temeraire

Whenever men meet, you can bet that it won't be long before the conversation turns to sport.

Not long ago, sport in the Royal Navy meant sailing, playing team games or "P.T. sports." Now, nearly 30 sports and recreations are encouraged and supported by the R.N. and R.M. Sports Control Board, and that number is still growing.

Jack has an organization geared to help him use his spare time to the best personal advantage.

Deployed around the Service are sports officers, instructors and coaches (some of whom have attained national recognition and help coach national teams), dedicated to keeping Jack in trim, spotting talent, selecting and coaching Navy teams.

Keeping fit is part of the sailor's job. But that's not the only reason why they call the P.T. Branch the healthiest branch in the Navy. It is the only all-volunteer branch with a queue of people wanting to get in.

that they often spend a good deal of their own time and money to achieve the desired results.

Wide range

The range of sports enjoyed by officers and men of the Royal Navy is certainly wide.

Capt. C. A. W. Weston, who took over in February as Director of Naval Physical Training and Sport, says: "If I hadn't joined the Navy I doubt whether I would have played cricket with English and Australian Test cricketers, rugby against a New Zealand XV, kept goal against an inside trio on the books of Celtic, Nottingham Forest and Liverpool, played golf at Muirfield and Sunningdale, climbed a glacier in Norway, or sailed in Sydney Harbour."

"My friends have played tennis at Wimbledon, sailed at Cowes, boxed at Wembley, shot at Bisley, motor rallied to Mexico, represented their country at hockey, athletics and swimming, and taken part in the Olympics."

"Yet others have delighted Royal Tournament crowds in that thrilling and peculiarly naval sport, the field gun competition, or skied, or been down the Cresta Run or 'over the sticks' at Cowdray."

Title trail

In inter-Service sport, ship life and its smaller numbers tend to give the Navy special problems of team selection and sustained training, but sailors regularly prove that they can take on and beat the other Services.

What about last year when the Navy were Inter-Service champions at rugby, cricket and swimming?

Her job

"When you have a good flow of volunteers, you can aim to keep your standards high," says Cdr. J. A. Kearney, commanding officer of the newly commissioned H.M.S. Temeraire, the Royal Navy's School of P.T. at Portsmouth.

Temeraire, with its gymnasium, swimming pool, lecture rooms and Naval Home Command's nearby Victory Stadium, is a hive of activity from early morning to night.

Besides training first and second class Physical Trainers and Staff P.T. Instructors (all of whom are seamen first and P.T. experts second), Cdr. Kearney and his staff train S.D. and Royal Marines P.T. and sports officers, and administer a wide range of proficiency, coaching and officials' courses.

The result is a team of instructors dedicated to fostering Navy sport from ship to inter-Service and national level — men so enthusiastic

ING FIT!



Facing the future with big plans

Great possibilities are foreseen for the future of Navy sport.

"Our plans include sports complexes with floodlights and all-weather surfaces (where appropriate), sports halls with swimming pools and facilities for families to come and join in the fun, a naval golf course, sailing clubs, an expansion of the more individual sports like swimming, fencing, mountaineering, skiing, motoring, etc., and the setting up of an organization to help the naval officer and man obtain coaching in any sport he likes to mention," says Capt. C. A. W. Weston, Director of Naval P.T. and Sport.

But, while the Queen provides and maintains playing fields, indoor sports facilities and a good deal of equipment, and the capital is there, "we must be prepared to do something ourselves if we are to get full value out of the facilities and great opportunities available to us," he says.

Help needed

Pointing out that other Services make greater financial contributions to sport than those customary in the Royal Navy, he says: "The small group of volunteers and professionals who manage our sport need more help, and the R.N. and R.M. Sports Fund must have more money if it is to satisfy

the ever widening demands made on it."

One way, he says, might be to increase the levy collected by commands (in old fashioned terms, 3d. per officer and man per month). "To double it would

make all the difference to the successful management of the 'leisure industry' of the Navy," he continues.

The 'icing'

With Navy sportsmen "showing the flag," bringing credit to the Service and inquiries at the Careers Offices, and proving that fit men are better men when the chips are down, sport and physical training has an important place in Service life.

Says Capt. Weston: "The Queen provides the cake — it is up to us to provide the icing which, at minute cost to us individually, can make so much difference to the quality of life in the Navy of the 1970s."

Above: one of the best-known of the Navy's hard-working "back-room" boys of sport — the coaches pushing sportsmen on to top standard — is CPTI Lawrence ("Dinger") Bell, Royal Navy athletics coach (centre, foreground).

Athletes with him in the picture are (left to right): Mike Turner, Royal Navy javelin record holder; Trevor Walhen and Cliff Brooks, two of the Navy's three men currently in the British top ten for the decathlon.

Medal Man



TOP TIPS

Above: international boxer Tony Oxley, who retired from the ring as A.B.A. bantamweight champion last season, is one top Navy sportsman who, as a member of the P.T. Branch, now passes on that skill and ringcraft to the up and coming lads who would gladly emulate his achievements.



Joe Clare, winner of the London to Brighton and Isle of Wight marathons.



Top Navy decathlete Peter Gabbett in action in one of the ten events of this gruelling sport. Silver medallist at the Commonwealth Games in Edinburgh last year, he has recently been hitting the headlines as Commonwealth and British record holder.

LAD WHO BECAME THE C.O.

A lad who started his naval career at H.M.S. Ganges in 1938 (the year Battleship won the Grand National), and qualified as a PT2 in 1942 at the Royal Naval School of P.T. is now commanding officer of H.M.S. Temeraire.

Cdr. J. A. Kearney was back at the school twice as a petty officer staff instructor, twice as a staff officer, then as executive officer before taking command with its commissioning as H.M.S. Temeraire in June.

At Temeraire (as our picture of Cdr. Kearney suggests) the emphasis is on practical training, and for this reason the P.T. school is always situated alongside a Navy sports complex.

Married, with two children, Cdr. Kearney is due to retire from the Navy later this year.

The P.T. Branch was formed in 1888 and set up at Whale Island. The present school was opened in 1910 and is due to be rebuilt and considerably extended in 1974/75.

Pictures:
PO Dave Morris

Stories:
Tony Clarke



Freestyler John Blake, the first Navy swimmer to represent Great Britain.

NEW ON THE BOOKSHELF

There's a salty British tang about "Harry Tate's Navy," giving a mind's eye picture of ancient write-offs, constant patching and endless improvisation, welded together by humour, dedication and the natural maritime instincts of "sons of the sea."

Publication of the story of this navy in **Trawlers Go to War** comes at a most appropriate time for Navy News readers, in view of the widespread interest aroused by letters on the subject of the M/S A/S badge — the Harry Tate badge.

The book is by Paul Lund and Harry Ludlam (authors of "PQ 17 — Convoy to Hell") and is published by W. Foulsham and Co., Ltd., price £2.50.

The Royal Naval Patrol Service was a very special service indeed — a navy within a navy down to the unique distinction of having its own exclusive silver badge worn by seagoing officers and ratings.

The headquarters was a municipal pleasure gardens by the sea at Lowestoft, called Sparrow's Nest, and its fighting fleet consisted of hundreds of coal-burning trawlers, drifters and whalers brought in from the fishing grounds and dressed for war with ancient guns, most of which had been used to fight the First World War, and some reputed to have been used in the war before that.

Cussed independence

A flood of civilians from the white-collar world mingled with the professional fishermen, tugmen and lightermen, forming a branch of the defences soon to be famed for cussed independence and capable of astonishing feats of bravery and endurance.

The book makes generous use of odds and ends of reminiscences, giving a somewhat "bitty" presentation, but it would take more than this to deter the reader from an absorption in this fascinating area of naval fighting history.

Characters by the score existed in Harry Tate's Navy, but head and shoulders above them all was the man whose name they all knew — Commodore Gilbert Stephenson, "The Terror of Tobermory."

And he is still alive!

The Terror of Tobermory

Tales of Harry Tate's Navy

A heavily bewhiskered vice-admiral, he was brought out of retirement to lick the convoy escorts into shape, and his fierce personality and methods meant that an order to proceed to Tobermory for work-up was received with apprehension by all crews and positively dreaded by the officers.

In more polite terms he was known as Monkey Brand (after a famous advertisement of the day), or Electric Whiskers, but more often The Terror of Tobermory.

Accompanying this article is a picture of the 93-year-old warrior, his face still as stern as ever, his eyes full of fight, and his voice strong enough to make a jetty timbers tremble.

Monkey Brand achieved splendid results by methods which owed nothing to the drill book, working by fear, surprise and shock tactics.

He would remove on the spot any officer he considered inefficient, once signalling a trawler's C.O. "Suggest I remove all your officers and have replacements sent forthwith."

The Commodore had no power to remove an officer from his ship, but he would whip off an officer he considered not up to scratch, then signal the Admiralty that he had taken Lieut. X ashore "for training," and would Their Lordships please send a replacement for the ship.

On the hillsides

For two or three weeks, trawler crews slogged through day and night gunnery exercises, mock U-boat hunts, and even field training on the hillsides, or listened to a piratically black-bearded CPO giving lurid and bawdy lectures on the duties of look-outs, warning them in spectacular language that the Germans knew exactly the British routine.

Monkey Brand, using a fast motorboat, delighted in getting aboard ships unobserved by day or by night, and if possible removing valuable gear from the wardroom.



Picture: L/Air Malcolm McCluskey

Next morning some unfortunate ship would receive the dismaying signal, "I have your sextant in my cabin — come and retrieve it forthwith."

He would slip aboard a ship, creep up to a rating, and suddenly growl in his ear, "There's a U-boat on the port bow — do something about it man, do something!"

One day there arrived the Lord Austin, all four of her officers on the bridge wearing clean collars and worried looks.

She picked up her buoy perfectly, a model demonstration, and the officers relaxed — at least they had made a good start.

Then came the thunderous signal, "Why have you gone to the wrong buoy? Proceed to number four buoy forthwith!"

They need not have despaired, for Monkey Brand, who watched every ship come in and timed them with a stopwatch as they made their buoy, often used to order them to another buoy just to see them go through the whole performance again.

'That's a bomb'

The famous story told about Monkey Brand is that, hustling up the ladder on to an assembled quarter-deck, he would grab off his gold-braided cap and throw it on deck, shouting, "That's a bomb — what are you going to do about it?"

The ruse never failed to create momentary panic. Until one day a rating stepped forward smartly and kicked the cap overboard.

SNIP!

Admiral Sir Gilbert Stephenson firmly wields the scissors in the manner in which he sliced through official regulations during his reign as The Terror of Tobermory.

Now aged 93, he was pictured cutting the tape (made of Navy cap tallies) to officially open H.M.S. Eaglet, the new headquarters of the Royal Naval Reserve Mersey Division, at Princess Dock, Liverpool.

Assisting him is the commanding officer, Capt. Roy Humphrey Jones, R.N.R., and the executive officer, Cdr. Gordon Milles, R.N.R.

The surprised Commodore was not to be beaten.

"Good work," he said approvingly. Then, pointing to the cap he roared, "Quick, that's a survivor who can't swim — save him!"

The tales are legion of Monkey Brand and this incredible little navy. For those who were there, every line of this book is a memory. For men too young to remember, they will sense the rugged pride which still today marks the men who have the right to wear the silver badge.

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SIRIUS — 'STAR OF THE FLEET'

With tongues discreetly in cheeks, men in H.M.S. Sirius are currently calling their ship the 'Star of the Fleet' — and it isn't simply because her crest carries a star!

Why? Well, not only has she been selected as the subject of the first officers' recruiting film, but her 260 photogenic officers and men have been chosen for the Navy's newspaper and magazine advertisements.

The film crew spent three weeks on board, which included a five-day visit to Funchal, Madeira, where a three-man still photography team joined. The television crew came later.

"HUMAN HELO"

It was while the photographic guests were on board that a timely rescue operation had to be mounted.

Our report from the ship says that while she was alongside in Madeira "a local gentleman of dubious sobriety" was seen standing on the 35ft. high seaward wall imitating the helicopter by using his arms as rotor blades.

"He decided, when the helicopter shut down, to fly off the wall, only to find that it was necessary to ditch immediately!

"Fortunately, the ship carries the most efficient flight, and it was able to scramble the helicopter and effect a very swift rescue. "The 'human helo' was taken to hospital, but was unhurt."

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In the best James Bond tradition, Phantom 007 flew 1,700 miles non-stop from R.N. air station Yeovilton to rejoin H.M.S. Ark Royal, steaming 370 miles south-west of the Azores, on June 6.

It is believed to be the longest journey ever undertaken by an aircraft re-embarking at sea.

Piloting 007 was Lieut. David Hill, from Worthing, and his observer was Lieut. Martin Granger - Holcombe, from Hayes.

The Phantom, attached to 892 Squadron already embarked the Ark Royal, carried out an in-flight refuelling from a Buccaneer launched from the ship.

In the picture, Lieut. Hill (centre) and Lieut. Granger - Holcombe are presented on arrival in the Ark with a French loaf (survival rations) and a ball of string (extra navigational facility) by the commanding officer (Capt. J. O. Roberts).

Penelope in Portugal

During a four-day visit, H.M.S. Penelope was warmly greeted by residents of Oporto, Portugal, and members of the British community, and on the two afternoons the ship was open more than 2,000 went on board.

A visit to a port wine lodge was arranged for the ship's company.

Against a Portuguese naval side a soccer match was won 3-0, but the hockey match against the Leixoes club resulted in a 4-1 defeat.

007 FLIES 1,700 MILES TO ARK



Photo: NA Paul Wellings

A ship with two flags

When H.M.S. Puncheston, of the 9th M.C.M. Squadron, paid informal "showing the flag" visits to a number of ports round the Massendarm peninsula, she was in fact wearing two flags — the broad pennant of the Commander Naval Forces Gulf, Commo-

dore Sir Peter Anson, and the flag of H.E. the Political Resident Persian Gulf, Mr. Geoffrey Arthur.

Among places visited were Lima, the Fakk al As'ad (the Lion's Mouth), the famous "perforated rock" at the northern tip of the Massendarm peninsula and the site of the Second World War

H.M.S. Hormurg, in the neighbourhood of which one of Mr. Arthur's predecessors, Col. Pelly, had in 1863 recommended that a naval headquarters should be established.

The Elphinston Inlet, of Khor Ashamm, which was also visited, is held to be the hottest place in the world.

High-flying diary dates

Plenty of aircraft old and new will provide exciting flying displays for the public at air days to be held at Royal Naval air stations in July.

Dates for the diary are: July 10, Lossiemouth; July 17, Yeovilton; July 24, Lee-on-Solent; July 28, Culdrose.

What, no oysters?

... that was the only complaint occasionally heard from the ship's company of H.M.S. Soberton while on patrol in the Irish Sea keeping an eye on the Dutch/Belgian fishing fleet working in Morecambe Bay.

So much fish came aboard that the demand could not keep up with the supply and the menu regularly read like an extract from the Hilton Hotel, with prawn cocktails, scampi, turbot, sole and plaice becoming commonplace.

The Soberton steamed 6,000 miles during her two-month patrol and arrested two ships — a French trawler off the Goodwin Sands, and a large Polish trawler off the Farne Islands.

She also paid a five-day visit to Tonsberg, in Norway.

Held over

Owing to pressure on space our "Royal Navy's Aircraft" feature has had to be held over. The item will appear as usual next month.

Blackpool back

Returned with thanks, one frigate... H.M.S. Blackpool, the Whitby-class anti-submarine frigate, is home after five years with the Royal New Zealand Navy.

She was on loan while New Zealand's new Leander-class general purpose frigate, H.M.S. Canterbury (2,305 tons), was being built on the Clyde.

IN THE SWIM...



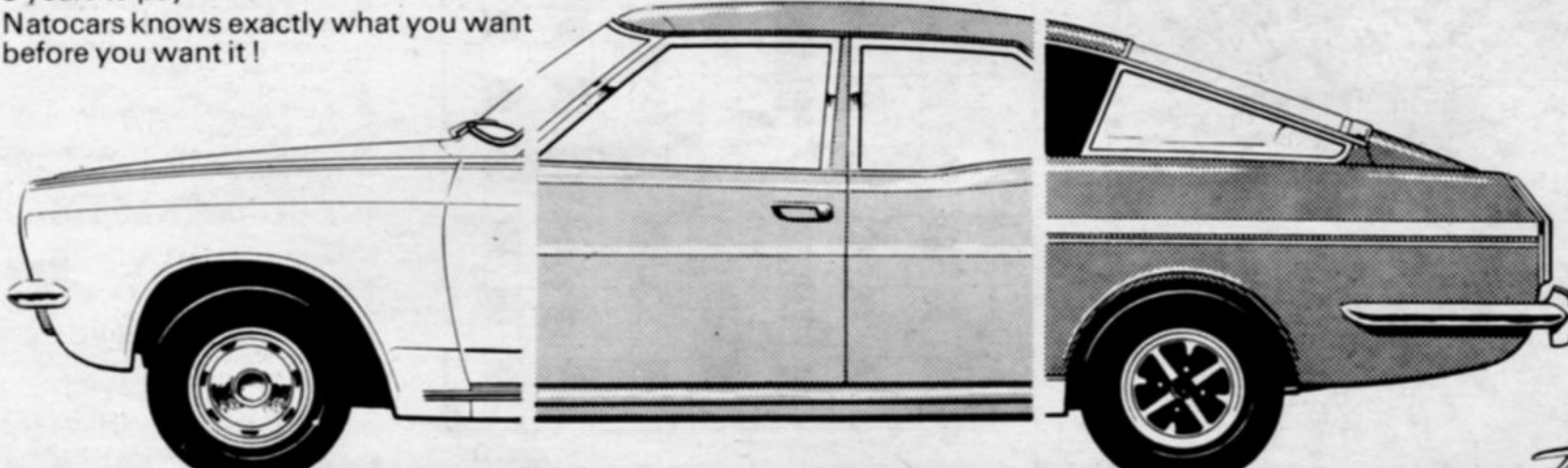
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HE'S ADMIRAL OF THE WASH

Highlight of a hectic six-day visit by H.M.S. Wolverton to Boston, Lincs, was when the Mayor (Cllr. Alan Foster), who holds the honorary title of "Admiral of the Wash," flew his flag in the ship as she sailed down the River Witham to the Wash.

The title dates back to 1573 when Queen Elizabeth I gave Boston a Court of Admiralty over the Wash. In those days the Admiral was responsible for all buoyage and shipping movements.

The Court disbanded in 1725, but Mayors of Boston still keep the ancient title. The Wolverton visit marked the first time that Boston's flag had been flown in one of H.M. ships this century.

One event which took the "Admiral" by surprise was the presentation of a cake to him by the commanding officer (Lieut.-Cdr. W. J. Davis) to celebrate his birthday. It was cut in naval tradition with dress sword, and the ceremony was filmed for television.

CARNIVAL WEEK

The visit to Boston coincided with carnival week and the ship entered into the spirit and "volunteered" a team to play the town at pushball, an energetic "push of war" game played with an eight-foot diameter ball.

When the ship was open to the public there were more than 2,000 visitors, and an unrehearsed event occurred when a girl fell overboard and POMEMs Bill Hughes and Jim Stanbridge dived in and rescued her, and became local heroes.

FEARLESS 'HITCH'

British racing yachts and crews taking part in the Kiel Week Regatta in June travelled in style — in H.M.S. Fearless.

It was the first time that the British entries had been transported in a warship. They were loaded by landing craft into the assault ship at Portsmouth.



Traditional cake-cutting after the ceremony which marked the "come-back" of H.M.S. Devonshire, Britain's first guided missile destroyer.

The Devonshire recommissioned at Portsmouth after a two-year major refit and shortly afterwards paid a courtesy visit to Jersey, of which the ship's commanding officer (Capt. S. R. Sandford) is a native.

For the passage the guests included a number of members of Jersey Sea Cadet Corps who had attended the commissioning ceremony and visited naval

Come-back occasion

APPOINTMENTS

Greenwich Admiral President named

Commodore E. W. Ellis is to be promoted rear-admiral from January 7 next year and to be Admiral President Royal Naval College, Greenwich in February.

Other appointments recently announced include: Capt. S. W. Clayden, Terror Sept 18 and as ANZUK Naval Component Commander Nov. 1 (To serve as commodore from Sept. 18).

Capt. R. W. Halliday, Victory for duty on staff of FOCAS August 23, and as Commodore (AW) Sept. 1 (To serve as commodore from July 5).

Capt. M. J. Button, President as Director of Naval Recruiting, December 21.

Capt. R. L. Garnons-Williams, Cochrane for Apollo Nov. 1, and Apollo in command on commissioning.

Capt. D. T. McKeown, Gurkha in command, December.

Capt. M. C. M. Mansergh, Drake for duty with AS Devonport Nov. 15, and as Captain of the Port and Queen's Harbourmaster, Plymouth Nov. 17.

Capt. A. J. Cooke, President for duty at R.N.C. Greenwich Oct. 18, and as Director of the Royal Naval Staff College, Nov. 20.

Cdr. J. A. Coleman, Zulu in command, December 15.

Cdr. C. J. Isacke, Simbang in command, June 14.

Lieut.-Cdr. R. T. Freere, Odin in command, November 15.

Lieut. M. R. Lumley, Ganges Sept. 27 and for Dittisham in command Oct. 10.

Achilles beats 'Beira blues'

A Hawaii Barbecue, a Derby Day and a Village Fete were among the "happenings" organized by the ship's company on the flight deck of H.M.S. Achilles as part of their "Beat the Beira Blues" campaign.

For the Hawaii night, the chiefs turned chefs to cook steaks that would have been hard to beat in a London restaurant let alone ten miles off the African coast on a barbecue made from sliced oil drums!

During the Derby Day "happening" the W.E. department provided "television coverage" (using cardboard boxes with beer cans as lenses) and R.E.M. Rickie Jones interviewed winning jockeys.

The contract for the refitting of H.M.S. Otter, the 1,610-ton Oberon class submarine, has gone to the Cammell Laird Yard, Birkenhead, to relieve the work load on Royal dockyards.

In Memoriam

J. L. V. Scott, A/LM(E), P.099479, H.M.S. Oracle, May 18.
H. A. Baker, QMS(T), RM11954, DPRORM, May 20.
R. C. Nunn, L.Ck. D.082574, H.M.S. Osprey, May 22.
R. G. Weaver, CEA 1, P/M.930391, H.M.S. Pembroke, May 29.
Lieut.-Cdr. P. E. W. Daniels, June 1.
T. H. Spall, M(E)1, P.094489, H.M.S. Kellington, June 5.
D. J. Weeks, L/Cpl. RM 23688, DPRORM, June 5.
I. Partington, CEA2, P.084493, H.M.S. Collingwood, June 11.
Lieut. (Loc. Capt.) S. J. Rae, R.M. Killed in action, June 12.
E. Cameron, AB, P.050822, H.M.S. Lochinvar, June 12.
J. E. W. Kibbey, MEA(P)1, D. 069557, H.M.S. Argonaut, June 16.

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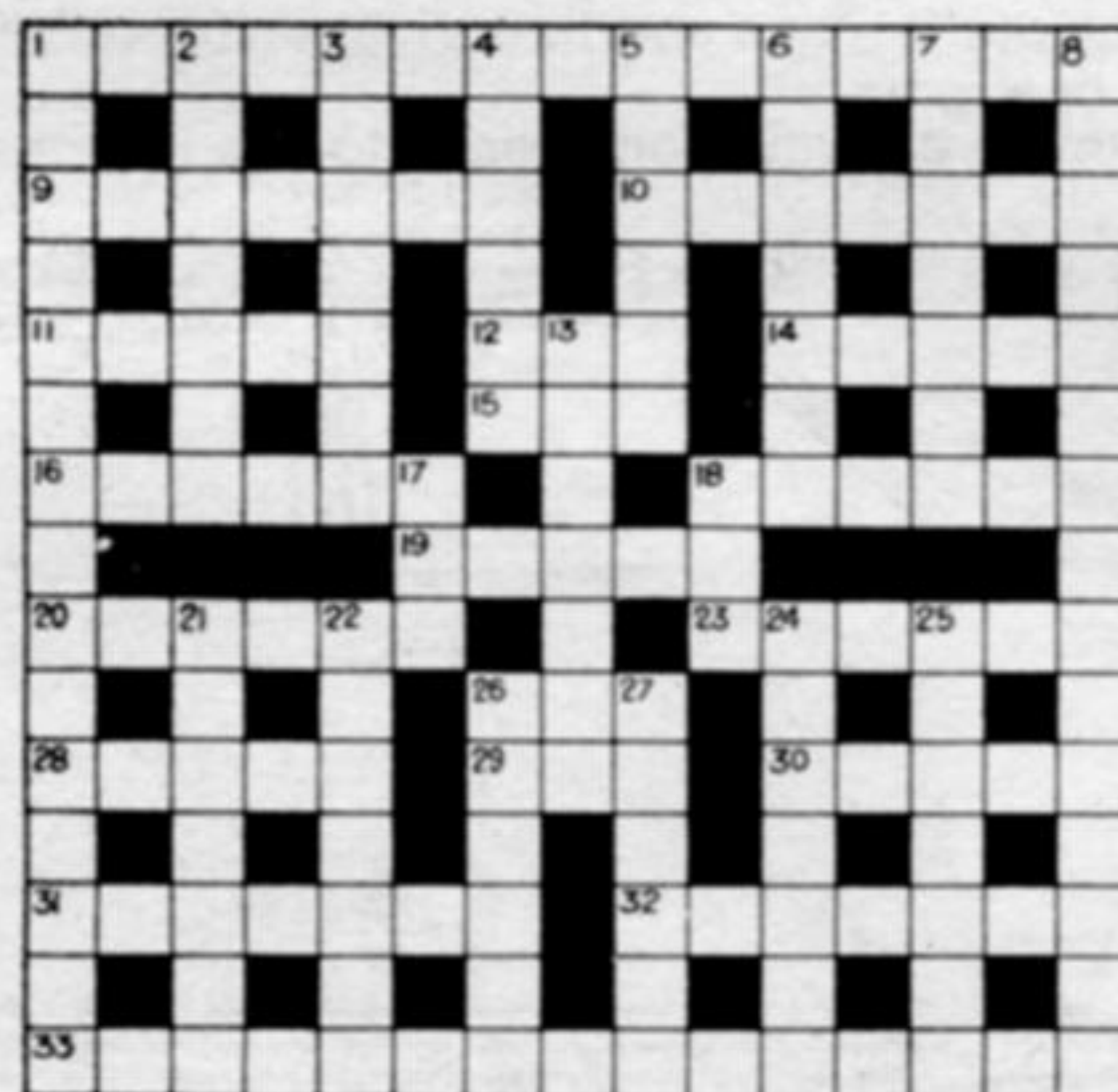
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Your £10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on July 29 and should be addressed to Crossword No. 29, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.



Name

Address

ACROSS

- Go away from part of this large shop (10, 5).
- Penetration with understanding (7).
- He looks after another's interest (7).
- Language peculiarity to perplex foreigners? (5).
- 45 in. (3).
- It's mostly our stream (5).
- Deer eggs? (3).
- Gathe's from angels (6).
- Severe trial or distribution (6).
- A finer way to conclude (5).
- Concurrence as despatched (6).
- Worry the animal (6).
- Luminous bridge! (3).
- Aspirated American food — hot! (5).
- One of seven to sail (3).
- Greek god's teddy-bear? (5).
- Threaded associate of boltlike? (7).
- Getting one's living the hard way (7).
- Act of overlooking? (15).

DOWN

- Action which calls for a licence if you're doing it on a road (7, 8).
- Recreation between whales? (7).
- Way of life needs a T in the army (7).
- It may be no laughing one (6).
- A Stinger to annoy (6).
- It's indispensable to the sluggard (7).
- Put one's oar in! (7).
- Everlasting figure? (7, 8).
- Suitable blaze for the inglenook (3-4).
- Don't stand there! (3).
- Part of the regalia to rob? (3).
- Put star in position to begin running (5, 2).
- More than satire, and not so nice (7).
- Apple I'd asked for (7).
- Flower for the small man? (7).
- Back at sea (6).
- Evidently puss forms part of live-stock (6).

CROSSWORD 28

Across: 1, Atheistic; 6, Socks; 9, Gangs; 10, Unitarian; 11, Layered; 12, Acrobat; 14, Crown jewel; 15, Loop; 18, Lane; 19, Boat-houses; 23, Yardage; 25, Air lift; 26, Telephone; 27, Brave; 28, Poser; 29, Sufferers.
Down: 1, Angelically; 2, Honeymoon; 3, Insuring; 4, Trundle; 5, Climate; 6, Stairs; 7, Climb; 8, Son; 13, Type-setters; 16, Obstinate; 17, Horrible; 20, Onerous; 21, Tea-leaf; 22, Jasper; 24, Rules; 26, Tap.

Winner of Crossword No. 28 was
Lieut. M. F. Hill, of Weymouth.



Photo: Cpl. J. D. Chance, R.A.F.

"Action scene" (left) during the charity soccer match at Hong Kong football stadium between sailors and wives.

NAVY NEWS DIARY



Hong Kong charities associated with children, youth and the sea, have benefited to the tune of about £840 as a result of a Charity Fayre held by H.M.S. Tamar.

About 3,700 visitors took advantage of the Royal Navy's open day and enjoyed displays by frogmen, the Hong Kong Fire Services and Royal Military Police dogs, and band concerts by the Royal Hong Kong Police band.

H.M. Ships Salisbury and Kirkliston were on view to the public, and a bevy of beautiful film actresses from local studios made an added attraction around the 40 stalls and side-shows.

Lady Rigby, wife of the Colony's Chief Justice, opened the event, the first of its kind staged in Hong Kong by the Royal Navy for many years.

A week earlier it was a case of "no holds barred" at Hong Kong football stadium when sailors from H.M.S. Tamar,

Lucky lads with this line-up of beauty from film studios in Hong Kong are, left to right, POSA Beck, RPO Ford, POSA Anderson and REM(Air) Letchford. The actresses, one of the attractions of the Tamar Charity Fayre, are Kam Ling, Sun Chi Lan, Kwak Lee and Emily Cheung.

Foul play suspected!

played a charity match against their wives. And if the ladies were somewhat lacking in the finer arts of the game, they showed they knew a trick or two which would have over-worked many a referee's whistle.

Many husbands bit the dust, to the delight of the onlookers, but it was all in a good cause and the money raised was added to takings at the Charity Fayre.

'Enery's Eagle visit

"Our 'Enery" — top sportsman Henry Cooper, now retired but still as popular as when he was heavyweight "champ" — was a welcome guest on board H.M.S. Eagle at Devonport before she sailed for the Far East.

A member of the committee of the Lillian Board Cancer Research Fund, Henry visited the carrier to receive a cheque for the fund.

When last in Gibraltar, a group of members of the ship's company raised money for charity by jogging round the Rock on a sponsored basis, and the cheque presented to Henry by the carrier's commanding officer (Capt. I. G. W. Robertson) was part of the proceeds of these events.

Everyone on board lucky enough to meet the famous boxer was impressed by his friendliness and good humour, and Henry posed for plenty of pictures.

On the right he looks happy and relaxed after a sparring encounter — for the sake of the cameraman only — with NA Anthony Puhlhofer, the ship's bantamweight champion (Anthony was delighted when Henry pulled his punch at the last moment and, as can be seen, looks none the worse for the "bout").



A CHIEF'S GOOD TERN...

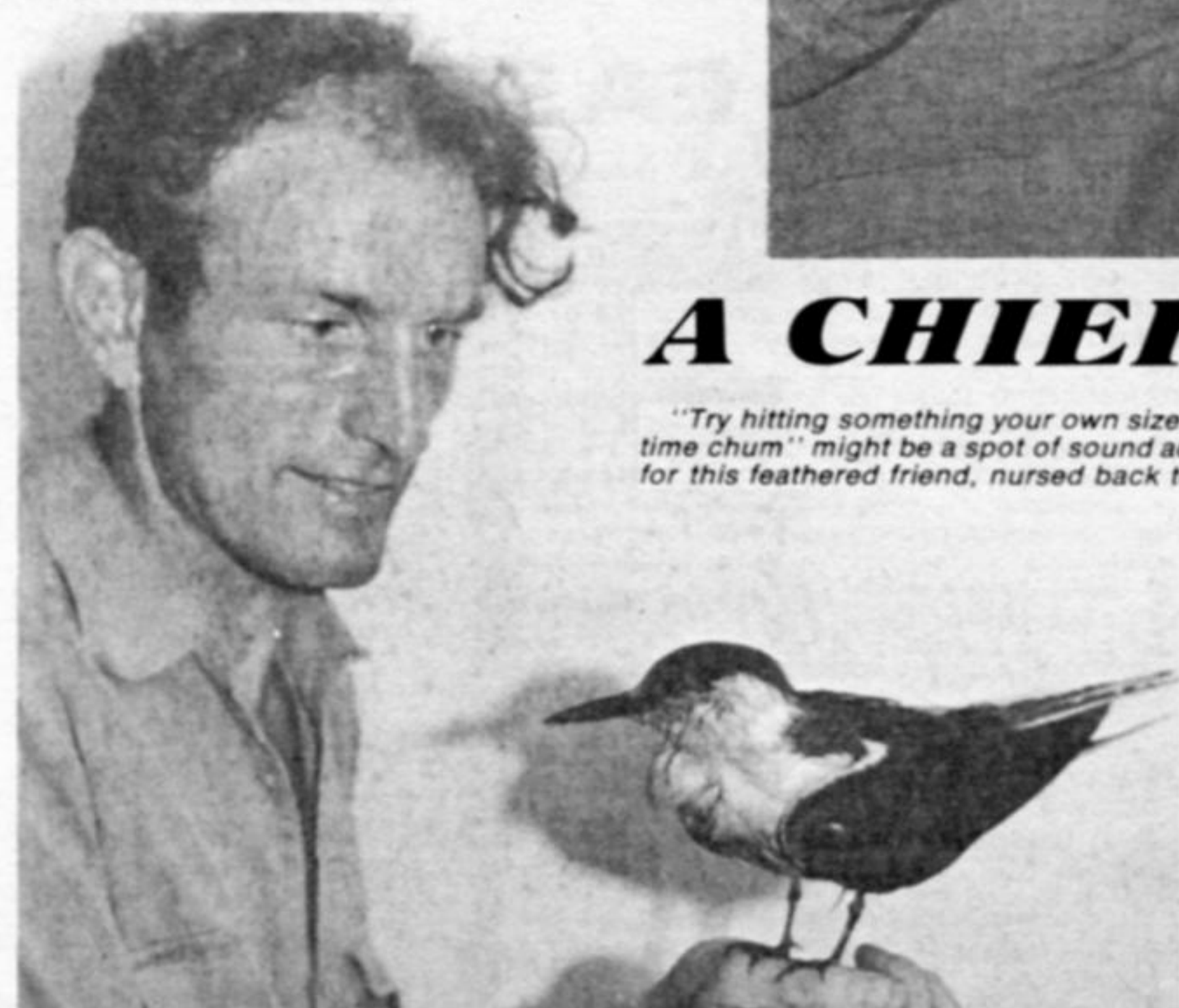
"Try hitting something your own size next time chum" might be a spot of sound advice for this feathered friend, nursed back to life

after a "crash" on H.M.S. Albion's flight deck.

CPO John Willmott, of the ship's air engineering department, and the carrier's ornithological expert, was faced with an unusual test of his skills in tending the bird, a sooty tern.

The visitor was badly injured when it flew into an aerial while the Albion was off Madagascar. For the first few days it would take only a mixture of fresh and salt water, but later had sardine oil and herring strips until gradually it grew stronger, obviously enjoying the Albion's hospitality. In the picture it poses quite happily on CPO Willmott's hand.

When the ship arrived at Bombay it was released and, flying very strongly, headed straight out to sea.



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A 'coming of age'

Gillingham branch "came of age" in April with a 21st anniversary dinner and dance attended by 140 shipmates and guests.

Principal guests were the Mayor and Mayoress, and a party of veterans came from the R.N.B.T.'s home, Pembroke House.

R.N.A. branches represented were Chatham, Strood, Temple Farm, Canterbury, and West Ham.

BUGLERS

The Mayor was heralded into the hall by buglers of Gravesend Sea Cadets who also took part in the impressive "Sunset" ceremony after the dinner.

The chairman (Shipmate Wass) reported a successful year of increased membership for a branch with a healthy financial situation and its own premises in Prince Arthur Road, Gillingham.

The branch regrets to report the death of Shipmate "Jass" Ballard, who was in the Royal Navy for 35 years and well known in the Chatham Port Division and throughout R.N.A.'s No. 2 Area.

Calling old shipmates

Shipmate E. A. Green, of Birmingham R.N.A. branch, saw the photograph in last month's Navy News of Shipmates Clive Sutton and Leslie Whitburn, of Cwmbran, who were survivors of H.M.S. Prince of Wales, and wonders if they knew his late father, Mr. Ernest Green, who was also an able seaman and was picked up by the escorting destroyer, H.M.S. Electra, Shipmate Green's address is 27, Yardley Green Road, Little Bromwich, Birmingham.

R. F. Fitzsimmons (ex-PO), 158, Church Road, Urmston, near Manchester, who served in H.M.S. Argus for four-and-a-half years during the second world war, would like to contact some of his old friends.

Mr. Ray Houslow, Higgins House, The Carlton School, Carlton, near Bedford, is anxious to get in touch with men who served with him in H.M.S. Caledon during the second world war.

Mr. W. E. Lovejoy (ex-CPO), of 3, Corin Court, Bletchley, Bucks, No. 3/100 when in the Royal Hospital School, 1914-16, would be pleased to hear from those who joined H.M.S. Thunderer with him.

Sub-Lieut. (SCC) Hugh J. O'Connor, 17, Old Leeds Road, Huddersfield (Ex 'Sparks', Ben Breac, Glen Kidston, Vatersay and MMS 1075), together with Trevor Justice, Devonport Field Gun 1955 and 1959, Terry Clayton, 1955 Portsmouth Field Gun, and Tony Wootton, S/M Coxswain, would like to hear from old shipmates.

Ex-Lt. D. Turk, of 102, Manor Road, Farnborough, Hants, would be pleased to hear from ex-members of H.M.S. Morecambe Bay, Far East commission, 1952-1954.

Having served in H.M.S. Hawkins from March, 1942, to April, 1944, and having read of the memorial service in last month's Navy News, Mr. F. Wilkinson, of the Bell Hotel, Burgh, Skegness, Lincs., would like to hear from any Hawkins shipmates — the cooks branch in particular — of that commission.

Shipmate Bob Williams, of Shrewsbury R.N.A. branch, sends get well greetings to his former shipmate Phil Reece (P/J370090) who has been ill. Phil Reece is a former (undefeated) middleweight boxing champion of the South-East Asia Command (1944/45).

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Basingstoke goes to Brussels



Fly R.N.A.! Basingstoke shipmates and their wives board the aircraft at Southend for their trip to Brussels.

Royal Naval Association history was made on a week-end in May when Basingstoke became the first U.K. branch to visit Brussels, the only R.N.A. branch outside the British Commonwealth.

About 50 Basingstoke members and wives, with shipmates and wives from Gosport and St Albans branches and Basingstoke branch of the Royal British Legion, travelled by air to Belgium.

The Mayor of Basingstoke, Cdr. R. V. Morris, saw the party off and sent a signal of good wishes to the Brussels branch.

BREWERY EVENING

On arrival, the English guests were met by Brussels chairman, Shipmate Jack Ellis, and the branch secretary, Shipmate Yvonne Sayer. The week-end included a social evening at an English brewery.

The success of the evening (due largely to the efforts of the ladies of Brussels branch providing refreshments and constantly "topping up" tankards!) was indicated by the fluency with which English

members were conversing in Flemish!

A "Ladies Lib" party began with the presentation of a bouquet of roses to Mrs. Ellis by the Ladies Guild chairman from Basingstoke.

A humorous highlight came when the Basingstoke chairman was involved in a "washing ceremony" which was followed by the presentation to Basingstoke branch of a Mannekin Pis statue.

The remainder of the week-end was spent touring Brussels, and a firm promise was made of a return visit by the Brussels branch to England.

Now our hats sit tight!

The Editor has received a letter from Wardmaster Lieut. E. V. Bishop, of Torquay, who, writing on behalf of Torbay Branch of the R.N.A., compliments us on "the excellence of Navy News."

"It is a highly professional newspaper, informed, informative, encouraging and humorous. It gives us much pleasure to read it," he writes.

Thank you, Torbay, for those kind words. We're glad we give you pleasure.

Any other branches who, we hope, feel the same way might be interested to know that we still have a supply of Navy News posters specially designed for display in R.N.A. branches and clubs — and that letters from branches requesting an increase in their supply of newspapers bring joy to the heart of the Business Manager, Navy News, R.N. Barracks, Portsmouth, PO1 3HH!

BRANCH NEWS

Wallasey

Although the branch is small and does not have its own club premises, its members enjoy a variety of social outings.

On Sunday, May 30, Wallasey members were welcomed to Coventry branch by its secretary, Shipmate E. Bull, and shown round the club by the committee. There were refreshments and an evening's entertainment.

On June 13, members were off by coach to take part, with the branch standard, in the annual Theis memorial service at Holyhead, calling on Rhyl branch afterwards.

In August, members are going on a week-end coach trip to the Edinburgh Tattoo.

The branch's annual dinner is usually attended by over 100 members and guests, and this year's dinner-dance is fixed for December 4.

Teesside

Football matches and wrestling matches have been among the money-raising events organized by Teesside (Stockton) branch to support the Alexander Madden Memorial Fund to buy guide dogs for the blind.

Four Teesside members who travelled to Leamington Spa to present a cheque to the Guide Dogs for the Blind Association were branch delegate H. Morgan (who presented the cheque), and Shipmates R. Jordonson, S. Garbutt, and K. McCormack. They were shown round the training establishment.

The four were given a memorable R.N.A.-style welcome at the Leamington Spa Naval Club, and on the way home they called on Doncaster branch.

Teesside members were making plans to entertain some of the ship's company of H.M.S. Ashanti which was due to visit Teesside in June.

400 IN HULL PARADE AND SERVICE

More than 400 ex-Royal Navy members from all parts of Northern England attended a memorial service organized by Hull R.N.A. branch at Spurn Point on May 30.

Headed by the Hull Sea Cadets Band, the parade marched to the Pier, where it was inspected by the Lord Mayor of Hull, Cdr. J. Campbell, performing his first official duty as Admiral of the Humber.

Off Spurn Point 15 wreaths were cast on the sea in memory of departed shipmates, and a service was conducted by the chaplain of Hull branch, the Rev. J. Reed.

After travelling 100 miles, a bus carrying a party from Tynemouth to the service broke down about 20 miles from Hull, and its disappointed passengers missed the event.

Ramsgate

A "Hawaiian" Night was held in May to celebrate the birthday of Mrs. Law, wife of the branch chairman, Shipmate F. C. Law, and his daughter's 21st birthday.

A jumble sale was held for branch funds, and recent visitors to the club have included shipmates from Finsbury and Cheam branches.

A visit to the Royal Tournament was on the agenda for the branch's annual outing during which they were also planning to visit Battersea branch for tea and a social evening. Battersea will be making a return visit to Ramsgate during August.

July brings the annual visit to Canterbury branch to take part in the bat and trap tournament with other branches of No. 2 Area.

Warwick

A former president, and a founder member of the branch, Shipmate Jack Bissell, died in May at the age of 74.

Shipmate Bissell, who served in the Royal Navy from January 1916 to December 1930, was a founder member of the Royal Naval Old Comrades Association (Leamington Spa branch), later to become the Royal Naval Association.

Purley

A new member of the branch is Mrs. Miller, who has had wide experience as secretary at Barnsley and of No. 11 Area.

While regretting the departure

of Shipmate Forgham after eight years' service, the branch hopes she will take over the job from him. Shipmate Forgham is retiring to Eastbourne.

Chelmsford

A record number of members and friends attended the annual dinner and dance on May 15.

The principal guests, Cdr. B. T. Turner and Mrs. Turner, and the Mayor and Mayoress, were piped aboard by local Sea Cadets. Members of many ex-Service associations were also present.

Speakers included the President, Shipmate L. J. Creasy, Secretary (Shipmate L. H. Cole), Cdr. Turner and the Mayor.

Bristol

Among recent visits enjoyed by branch members were those to Courage's Brewery and Oldbury-on-Severn nuclear power station.

In April the branch was host to the No. 4 Area quarterly meeting, after which there were 130 guests at a dance on board H.M.S. Flying Fox.

Newton Abbot

Welcoming 40 members from the Torbay branch, club secretary Shipmate R. Hooper said he hoped their visit would be the first of many.

Replying, the Torbay chairman, Shipmate G. Alder, thanked the ladies' committee for providing refreshments.

In the first treasure hunt of the season, the perpetual cup and a smaller cup were won for the second successive time by Shipmate D. Wright.

Recent activities of the ladies' committee have included a visit to a carpet factory and a mystery trip which took them over Haldon Moors, returning by the coast road via Dawlish, Teignmouth and Torquay.

St Helens

Among those attending the branch's St George's Day dance and social in April were Cdr. D. Baker, Naval Liaison Officer to the Port of Liverpool, officers of No. 10 Area, and members of the St Helens Sea Cadet Corps.

As at previous socials, the

branch made a collection for the Gurkha Welfare Appeal (Lancashire) for which the branch was also planning to organize a charity concert.

Brighton

An ex-Chief gunner's mate (Chatham) who took his pension in 1921, Shipmate Bill Shipley (vice-president of the branch), has died at the age of 91.

A founder member of the branch, he was for many years its treasurer and welfare officer.

He served as an officer in the Sea Cadets for 35 years.

Cardiff

The branch president (Capt. Putt) and a new member, Shipmate Alan Taylor, known on TV, were speakers at the annual dinner attended by over 100 shipmates.

Life memberships were presented to Shipmates T. E. Davies (chairman) and P. Miller (secretary).

EAST EATS OUT!

Nearly 140 shipmates and ladies from branches throughout East Anglia attended the No. 5 Area annual dinner at Baintree on June 5 and enjoyed a successful evening organized by Baintree branch.

Guests of honour, Admiral Sir Walter Couchman, president of No. 5 Area, and Lady Couchman, were piped aboard by Chelmsford Sea Cadets (commanding officer, Lieut.-Cdr. Simpson).

From afar

About 50 survivors attended from Scotland, Ireland, the Midlands and North of England, the Home Counties, Devon and Cornwall when H.M.S. Edinburgh survivors held their memorial service and dinner in London on May 29.

Letters were received from New Zealand, Australia, South Africa, Canada and Free French survivors.

REUNION

R.N. sparkers of the first world war — members and non-members of the R.N. Telegraphists 1918 Association — are invited to recall those days of comradeship at the annual reunion and dinner on board H.M.S. Chrysanthemum at the Embankment on Saturday, September 25.

Mr. George Tagg (ex-J31497), giving details of the event, writes: "Many of us are still operating on the air with the R.N.A.R.S., and there must be quite a few from the quarterdeck too."

Navy sank in dragon battle

Before the Royal Navy could even begin to do battle, down they sank in the annual Dragon Boat Festival at Hong Kong.

The long narrow boats used in the contest are paddled furiously by an enormous crew, but so much muscle-power was crammed aboard by the H.M.S. Tamar contingent that they found themselves sitting in a hole in the water, the freeboard having reached the irreducible minimum!

Losing their sea legs gave the coveted Service Shield to the chaps in the other shade of blue — airmen from Royal Air Force Kai Tak.

However, the Colony's biggest and most colourful water festival was not completely scuppered for the Royal Navy.

H.M.S. Salisbury was Hong Kong guardship at the time, and although the ship's crew did not manage to beat the well-trained local performers in their heat, they did manage to reach the shore still floating on top of the waves.

This was the Salisbury's last visit to Hong Kong before leaving for home via Australia. She will be at Plymouth next September.

The H.M.S. Salisbury contingent (below) complete their heat in the Dragon Boat Festival at Hong Kong. Standing (with cap) in the boat is the commanding officer, Cdr. R. McQueen.



It's a 'palace' afloat

"... And may the blessing of Heaven attend our efforts" is what the Controller of the Navy (Vice-Admiral Sir Anthony Griffin) seems to be saying in the picture (right) taken aboard H.M.S. Rothesay just before the frigate recommissioned at Portsmouth.

And "heavenly" — at least by comparison — is a reasonable description to apply to a prototype stokers' mess with which the ship has been equipped as part of the Admiralty policy to improve ratings' accommodation afloat.

One sailor described the mess as "a palace," and a successful experiment in the Rothesay could lead to this standard being adopted for all messes in the future.

With the Controller in this picture are (left to right) LMEM William Fox, MEM Matthew Ashton, LMEM Allan Wariner, and the commanding officer, Cdr. A. A. Waugh.

Picture: PO Dave Morris



PROBLEM OF CAR RUST

Anyone buying a car buys a problem, and the problem can be made more difficult when the vehicle has to be left for months on end — indoors or out — while the owner is having a spell at sea.

Whether the aim is to keep the car looking like new for as long as possible, or floundering on through one MOT to the next, there is one word which sooner or later will haunt the owner — RUST.

On this page is an advertiser's announcement of interest to all car owners considering the question of rust-proofing. The Ziebart Company opened the first rust-proofing depot in London in December, 1970, several more have followed in the provinces, and another 40 are scheduled on a nation-wide basis.

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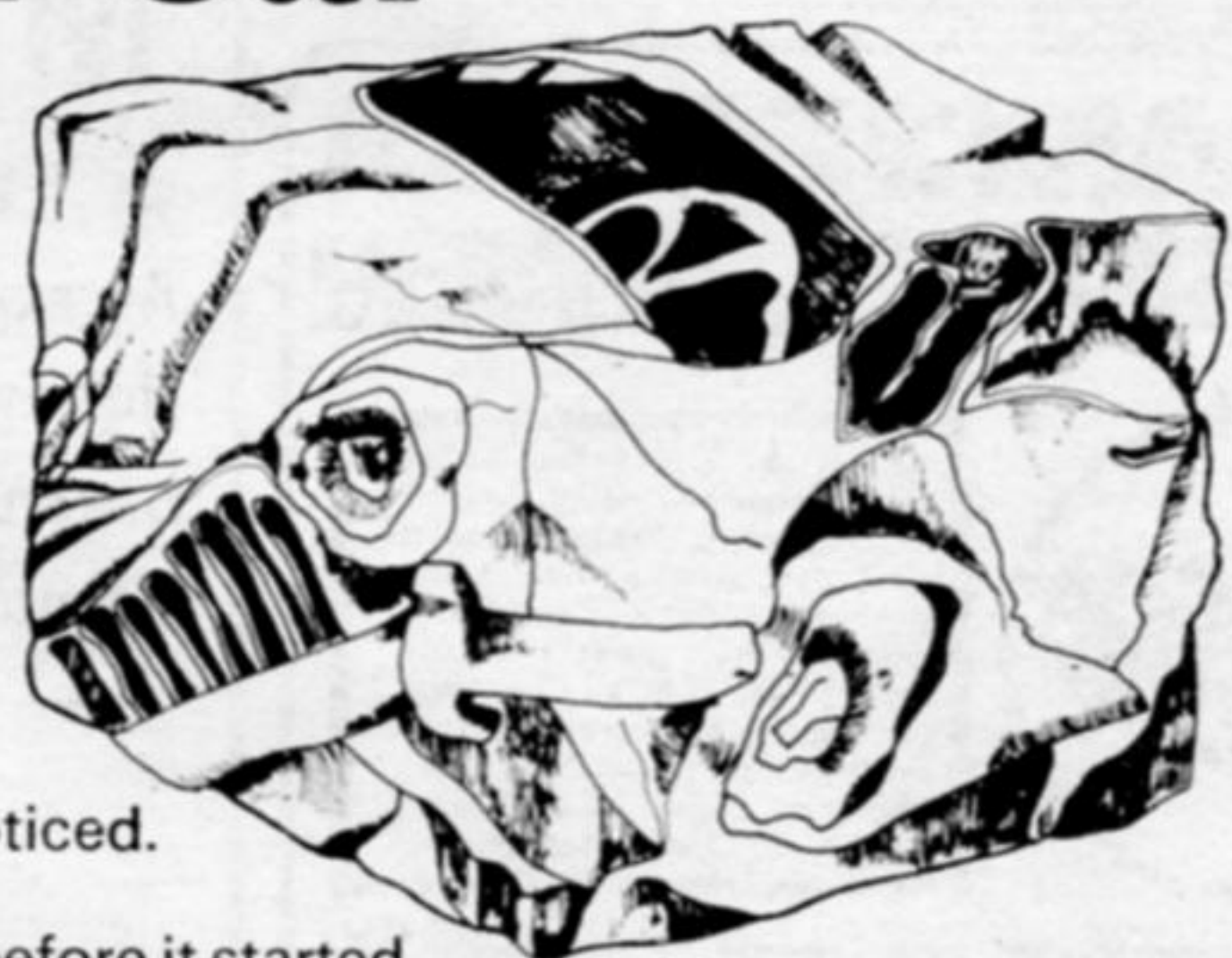
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'We're Navy mad,' says Mum!

Meet the "Navy-crazy" Nixon family, of St Helens, Lancashire.

Three of the five brothers pictured (right) — George (22), Billy (18) and Kevin (16) — have become sailors. The other two — Harry (13) and David (12) — are in the town's Sea Cadets and can't wait for the day when they can become "old salts" officially.

ONLY THREE!

Says their mother, Mrs. Annie Nixon, who has six other children at home in City Gardens, St Helens: "The whole family is Navy mad. Even Paul, our youngest, is talking about going to sea — and he's only three!"

"Our daughter Marjorie is now thinking of joining the Wrens."

George, who joined the Navy in 1964, is at H.M.S. Victory, Portsmouth; Billy is in H.M.S. Eagle, and Kevin is at H.M.S. Raleigh, Cornwall.



From left to right, the Nixon Navy brothers are David, Harry, Kevin, Billy and George.

Picture: John Callon, Post and Chronicle, St Helens.

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Thirty years after...

Thirty years after the famous six-day Bismarck action in the storm-tossed North Atlantic, men from some of the British ships involved were invited to Germany to take part in the memorial service at Freidrichsruh.

At the Bismarck Memorial, set amid the forest estates of the former German Chancellor, a former German naval pastor and the padre from the British Seamen's Club in Hamburg together conducted the service.

Following the laying of wreaths, an address was given in English by a serving German captain. A reply was made by the

former navigating officer of H.M.S. Maori, and translated into German by Werner Lust, a Bismarck survivor who was picked out of the sea by the Maori, married an English girl and now lives in St Albans.

In the British contingent were former members of H.M. ships Maori, Norfolk, Sheffield, Legion, Ark Royal, Victorious and Prince of Wales.

The service came during a

week-end in late May of German hospitality and tours to places of interest.

Bismarck group members travelled from various parts of Germany to meet their guests.

At a dinner-dance (attended by the British Consul) the Bismarck group's chairman read a message in English welcoming the British visitors in a spirit of friendship. Shipmate E. Smith, British organizer of the visit and a member of West Ham R.N.A. branch, replied in German.

The visitors went by coach to Kiel-Laboe to tour the German Naval Monument and the recently-completed U-boat Monument. Wreaths were laid at the Bismarck model in the museum.

He paid his tribute

On a Mediterranean cruise liner, Mr. Mervyn Sutton, of Kingskerswell, Devon, found out the nearest point it would take him to the place where his former ship, H.M.S. Barham, sank in 1941, and cast a wreath on the sea on behalf of the Barham Survivors' Association.

Almost 200 passengers watched, the siren was sounded, and the liner circled the wreath in the water.

The Barham was sunk on November 25, 1941, with the loss of 868 officers and men.

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NELSON'S TRAFALGAR

The famous names of Nelson, Trafalgar and Victory have come together again in Lancashire.

The Trafalgar is a public house in the town of Nelson. The Victory is the subject of a framed painting presented to the town's Mayor and Mayoress (Cdr. and Mrs. Edmund Myers) for the Trafalgar by 73-year-old Mr. John Holt, a former sick berth attendant who served during the second world war as a petty officer, and belongs to the Association of Naval Ex-Servicemen.

Mr. Holt also presented the Trafalgar with two Wrens' hats — one from H.M.S. Victory for its Victory Lounge and the other from H.M.S. Collingwood for the Collingwood Bar.

Sub. men kept busy

Visits by four submarines to South Wales brought the busiest period yet, socially, for Wales No. 1 Branch of the Submarine Old Comrades Association.

Members visited H.M.S. Churchill at Cardiff, and the Captain (Cdr. R. N. Buckley), officers and crew attended a social evening at the branch's Newport headquarters.

When H.M. Submarines Aeneas and Cachalot visited Newport, branch members joined in celebrations marking the 25th birthday of the Aeneas. Both crews were entertained at headquarters.

Rex Carey, licensee of the Bridge Hotel (branch H.Q.), served during the war in H.M. Submarine United with the present Flag Officer Submarines, Vice-Admiral J. C. Y. Roxburgh.

West Wales members who went aboard H.M. Submarine Sealion at Swansea, met Lieut. Miers, son of the Association president, Rear-Admiral Sir Anthony Miers, V.C.

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FORTH AT PLYMOUTH

A welcome sight for families waiting on the jetty — H.M.S. Forth arrives at Plymouth after long service in Singapore.



End of long 'exile'

When H.M.S. Forth arrived in Plymouth in June after five years in the Far East, among those waiting to greet her were five of her former commanding officers.

The passage home had included calls at Simonstown, Cape Town, St Helena, Ascension Island, Las Palmas and Gibraltar.

Many had their first sight of wandering albatrosses and at one stage there were two feathered passengers — a Wilson's storm-petrel and a white-faced storm-petrel.

On St Helena a number of the ship's company visited Longwood House, where Napoleon spent his last years in exile, and they discovered with interest that the billiard room and copper bath had been specially built for the "guest" by shipwrights of H.M.S. Northumberland.

FAMILY REUNION

Another feature of the St Helena visit was a family reunion

for AB Bill McClair, of H.M.S. Llandaff, who met his grandparents and many other relatives for the first time. He had been specially loan-drafted from his ship for the visit.

At Ascension Island a fishing competition was held and the prize for the largest total went to LOEM Andy Andrewartha, who landed an uncountable number of inedible black trigger fish. Surg.-Cdr. Bob Carmichael had the largest single catch, a 20in. Queen trigger fish weighing 6lb.

During the visit the Forth's chaplain, the Rev. Nigel Johnson, preached at Evensong in the island church.

SPORTS DAY

On the way to Las Palmas a successful sports day was held on the upper deck, and the Seamen carried off the sports trophy for the fourth time in two years. A few days later another Sandown Park-type race meeting was held on the welldeck.

At Gibraltar the Forth's programme included the picking up of 60 juniors from H.M.S. Mercury and H.M.S. Ganges for their first taste of seagoing.

On arrival at Plymouth about 20 members of Devonport Submarine Old Comrades Association were travelling in the ship from the Sound to the dockyard.

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The Royal Tournament may be staged a long way from the Indian Ocean but in the commando ship H.M.S. Albion, on passage to Bombay, there were a number of young men whose thoughts in springtime lightly turned to . . . the intricacies of split-second timing across chasms, speed through walls and agility over them and the carrying of bulky bits and wood and metal which must be put together into a working gun at the end of it all.

In other words a field gun competition. Disappointed that they could not take part in their favourite sport, the idea of flight deck "field guns" was born, through the combined efforts of the PT staff and ex-field gunners.

After all, they had a great wide open space — the flight deck — with lifts which could be lowered a little to create chasms (even an improvement on the imaginary ones at Earls Court!) and plenty of experts to construct things like walls.

Trouble was that there were no suitable guns — the gunnery officer didn't take kindly to the idea of dismantling the two single 40mm. for the day.

Then someone came up with

the idea that if you took two of the ship's spare two-pounder saluting guns, put them on a flight deck trolley with a demountable handle and added one or two extras to the course to make up for lack of limbers and dragropes, you would have a fair bit of weight to move around and plenty of interest for the spectators.

The course was laid out with the teams starting at one end of the flight deck, racing to the other via scrambling net, air raid shelter and chasm and concealing them-

selves under camouflage netting.

The run home consisted of manoeuvring the gun over and through walls, carrying it across a marsh and returning to the start line, having also taken a casualty

Unhook — safely over chasm: One of the finalist crews in H.M.S. Albion's flight deck "field gun" competition start getting the gun back to earth . . . or should it be deck?

in a stretcher from the marsh to the finishing line.

A demonstration run was laid on by ex-field gunners, but no practice was allowed over the course by the dozen teams.

The two fastest teams, both from the Seaman's department, were run off against each other in the final and, like all the best finals, it provided the fastest time for the course, most noise from spectators and greatest enjoyment from the beer disappearing down the throats of the finalists.

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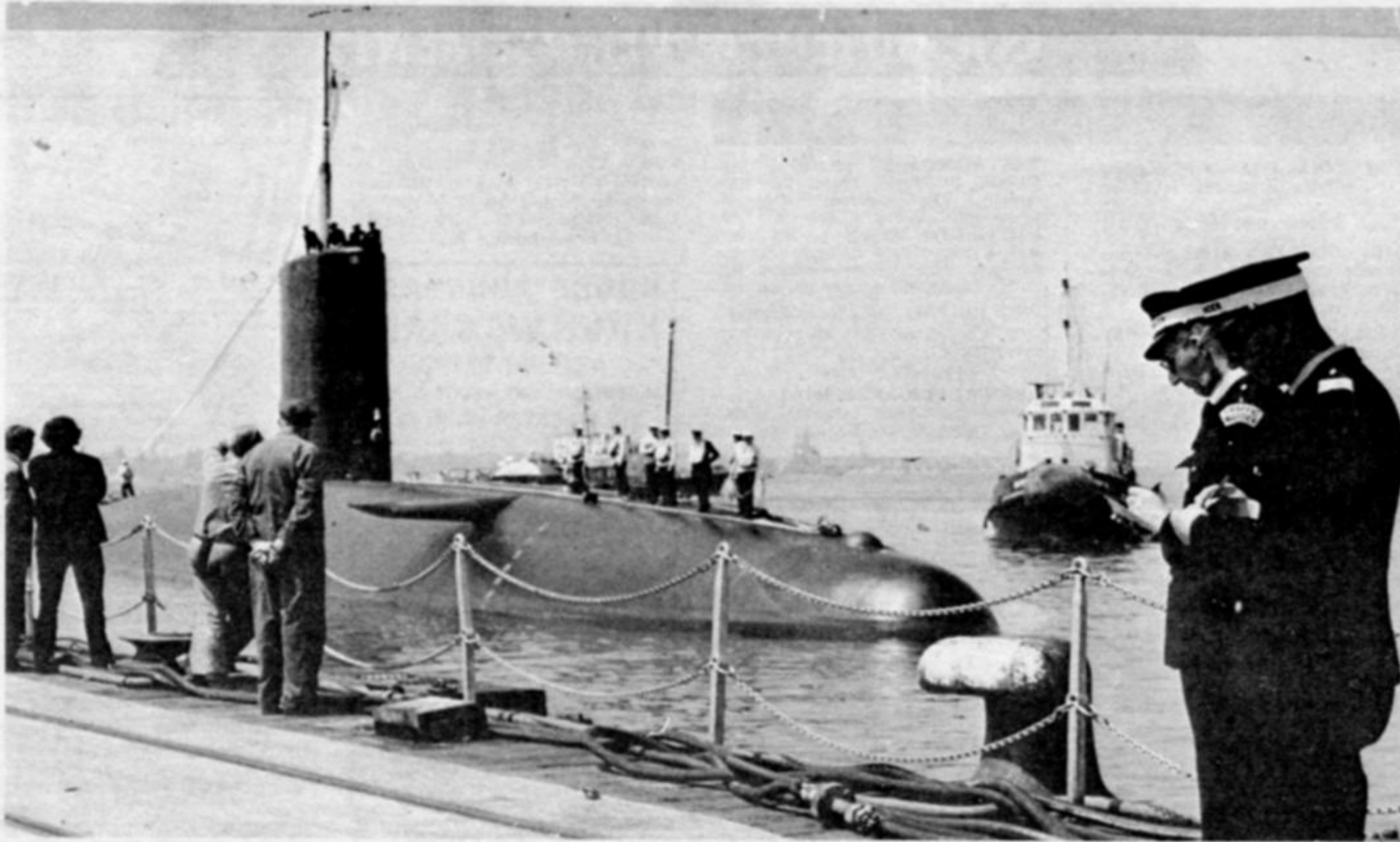
U.S. TRIP FOR NATO JUPITER

After relieving H.M.S. Lowestoft as the Royal Navy representative in the Standing Naval Force Atlantic, H.M.S. Jupiter joined other ships of the squadron in the Norwegian naval base at Haakonsværn, near Bergen.

Soon she was making her presence felt as the ship's teams carried off the sports challenge trophy on a points basis after winning a spirited soccer match 3-0 in the finals against a team from the Danish frigate Herluff Trolle.

The ship has completed two NATO exercises and made a routine visit to Aarhus in Denmark, where more than 2,000 visitors went on board.

After a weapons training period at Portland, the Jupiter, which is commanded by Cdr. R. F. G. Laughton, sailed with the squadron for the United States.



One of the veterans of the Submarine Service, H.M.S. Aeneas has had a cake baked to mark the vessel's 25th anniversary. During those 25 years, the Aeneas has seen service throughout the world, but is at present with the Second Submarine Squadron at Devonport.

The celebrations took place during a visit to Newport in Monmouthshire, being climaxed by a ship's company dance where the cutting of the cake took place.

Twenty-seven from the Royal Navy formed part of the Service contingent in the annual military pilgrimage to Lourdes from May 21 to 24.

The 3,500-ton destroyer Marques de la Ensenada spent four days at Portsmouth — the first visit by a Spanish warship to the port for seven years.

A Royal Navy bomb disposal squad defused a 2,000lb. bomb netted by fishermen a mile off Clacton Pier.

Chief Officer Vonla McBride, Assistant Director of the W.R.N.S. (left), was named for a seat of honour at the Ulster 'Women of the Year' luncheon — the first of its kind in Ireland.

She was nominated for the event in Belfast by the Vice-Principal of Stran Millis Training College (Miss Clare MacMahon) after Miss MacMahon met her at a silver jubilee function where Chief Officer McBride gave an after-dinner speech.

Ulster award



Members of the crew of H.M.S. Aeneas gather round the cake baked to celebrate the submarine's 25th anniversary.

A 25th cake for Aeneas

H.M.S. Raleigh provided the Royal Guard for the Queen at Earl's Court on June 22.

NAVY NEWS IN BRIEF

Spain agreed to return the secret electronic buoys taken by one of its trawlers during a NATO exercise off the coast of Eire, the skipper being reported as having misunderstood the situation when orders were given by the commander of the submarine Otus, and warning shots were fired from a machine-gun.

An independent committee is to carry out a full-scale review into the manning of the Forces' medical, dental, and nursing service. A standing committee has been set up to keep under review all matters affecting post-graduate training of these officers.

H.M.S. Alliance and H.M.S. Auriga berthed at Georges Stairs below Tower Bridge on June 15, being the first Royal Navy submarines to sail up the Thames as far as the Pool of London for many years.

During a 15-day visit across the Atlantic, Mr. Peter Kirk, Under Secretary of State (Royal Navy) boarded the frigate H.M.S. Londonderry at Miami and sailed to the West Indies, where he called on Commodore D.G. Roome, Senior Naval Officer West Indies.

A service of rededication was held on board H.M.S. Exmouth at Chatham on June 24.

A tale they are telling aboard H.M.S. Ark Royal after the Harrier trials is that one of the R.A.F. trials team posed the question, "Why do you lash down aircraft in the hangar? At R.A.F. Wittering they just push them in and leave them, and nobody ever bothers to pinch them."

A combined force of sailors, from H.M.S. Oracle, H.M.S. Osiris and a Norwegian submarine, escorted by British policemen, Scottish pipers and a local brass band, marched through Aalesund (Norway) on June 5 as part of the celebrations marking the opening of a British Shopping Week.

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Booking for a 'nuke'?

They seek 'em here, they seek 'em there, those warden seek 'em everywhere... or something like that.

This was the scene (and we suspect the photographer might have done a little "arranging") when H.M.S. Warspite arrived at Portsmouth for a six-day visit in June before going on to Chatham for long refit.

But whatever the photographer's obliging warden were busy writing in their little books, the "nuke" was a welcome visitor to Pompey — the first U.K. port to see her, apart from her base at Faslane, in the past 12 months.

Third Officer Rose Locke, a member of the staff of the First Submarine Squadron, made a light-hearted presentation of a motorist's small magnetic compass to the Warspite's commanding officer, Cdr. Christopher Wood. Until that time the sub had claimed to be the first ship of the Royal Navy to be without a magnetic compass, using gyro compass only.

"It was just in case..." said Third Officer Locke.



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FAREWELL WITH 'NEWSY' FLAVOUR



A "newspaperman" in gold braid? This is an unusual job for a naval officer, but it is one of the many tasks which fall to the Commodore of the Royal Naval Barracks, Portsmouth.

Navy News is run in the manner of a Trust, with a Management Committee headed by the Commodore R.N.B.

Since the Navy took over full control of the paper on October 1, 1968, full colour has been introduced, the size increased, and new features included. Circulation has gone up from 27,000 to over 40,000, and advertising revenue doubled.

Commodore E. W. Ellis's keen interest in Navy News led to a distinct "newsy" flavour at his farewell on June 15. Newspaper contents bills displayed a variety of facetious messages, and a Rolls Royce was used to convey the "tycoon" on the start of the journey to his next appointment.

Commodore Ellis has been succeeded by Commodore C. J. A. Johnson, who as captain of the heavy repair ship H.M.S. Triumph played a leading role last year in the relief operation to flood-stricken East Pakistan.

Wrens and ratings display the "headline story" at the departure of Commodore E. W. Ellis from the Royal Naval Barracks, Portsmouth.

The Commodore's long spell at the barracks gave him the chairmanship of Navy News during an important spell in its development.

Picture: PO Bill Stenning

Navy aids in 'bends' ordeal

A 25-year-old Royal Navy diver volunteered to spend 42 hours in a small, fiercely hot compression chamber looking after a paralysed Indonesian fisherman who spoke no English — and, as a result, the man's life was saved.

AB Jeremy Coombes, of Eltham, London, is in Singapore as one of the Far East Fleet's clearance diving team based in the heavy repair ship, H.M.S. Triumph.

ICE BLOCKS

The fisherman, a 31-year-old married man with seven children, had contracted a severe attack of "bends" while diving in the South China Sea. The only route to recovery was to recreate a deep dive artificially and bring the victim up again very gradually.

Someone had to stay in the compression chamber throughout the 42-hour treatment to look after the paralysed fisherman.

Said a Far East Fleet spokesman, "This was a most unpleasant job. The chamber is very small and gets terribly hot and towards the end, blocks of ice had to be placed against the outside of the chamber to keep the temperature down."

"AB Coombes took salt tablets, but he still lost weight through excessive perspiration."

"He could not talk to the patient, who only speaks Indonesian, and he couldn't even read because the pages of the book stuck together."

AB Jeremy Coombes — his 42-hour endurance test helped save the life of a paralysed Indonesian fisherman.



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SPORT SPOT

Sunny side up!

Some people always manage to come up smiling! Sub-Lieutenants Keith Caldwell and Richard Stiles got a ducking in the Plymouth Command long distance canoe race from Totnes to Dartmouth — after they had come second in their class.

More than 30 canoes took part in the race, which was close and exciting, with several capsizes. Overall winners were the Royal Naval Engineering College, Manadon.



The idea of going to sea "for fun" is one which would have been regarded as akin to madness by professional seamen of years ago, and in the Royal Navy the switch from sailing as a way of life to one of the major participatory sports has been somewhat slow to those unaware of the circumstances.

Navy sailing — a new look

The Fleet may have long since said goodbye to sailing ships, but some men still serving have memories of training in the handling of sea boats, not quite in accord with the yachting pictures in glossy magazines.

In the change of emphasis from "work" to sport, the Service has always had a nucleus of sailing enthusiasts, and the flag of naval sailing has been kept waving vigorously by the Royal Naval Sailing Association.

Since the early sixties, sailing — both offshore and dinghy — has become firmly established as a major sport in the Service, but the situation of the R.N.S.A. in relation to Service sailing has been somewhat ill-defined.

Now the R.N.S.A. has been granted recognition as the centralized co-ordinating body for recreational sailing in the Navy, this function to be discharged through its branches which will take over executive control of the sport under the authority of local flag officers and senior officers.

All active service personnel now have automatic branch membership, but they can also join at £3 p.a. (£1 for those under 21) and enjoy the benefits of full membership, such as interest-free loans for the purchase of dinghies, and financial support for entry in major national events.

The Navy has already "tooled up" with 600 Bosun racing ding-

hies and dozens of cruising yachts, and it is now "all systems go" for the Service to go into the forefront of the sport.

Service sailing is recognized as a three-tier activity; sea sense training for training establishments, adventure or "exped" training for personnel in the Fleet, and recreational sailing which is now the province of the R.N.S.A.

SAILING COACH

To emphasize this official recognition, a Navy sailing coach has been appointed on the staff of the P.T. and Sports School at Portsmouth, and a sailing school has been established under the control of H.M.S. Raleigh.

Sailors belonging to the R.N.S.A. join the ranks of Olympic medallists, round-the-world and trans-Atlantic single-handers, and the many offshore and dinghy helmsmen who have made the R.N.S.A. burgee the best known in the sailing world.

The address of the R.N.S.A. secretary is The Navy Club, Pembroke Road, Portsmouth.

Leagues plan

Efforts are to be made to establish leagues for coarse and sea angling in commands and the Royal Marines.

This proposal was put at a meeting of the Royal Navy Angling Association at H.M.S. Dolphin when the secretary, the Rev. J. A. Taylor, reported that the R.N. Sports Council agreed in February that angling be recognized as a sport in the Navy.

It was hoped that more leagues like the newly formed Portsmouth Command Inter-Establishment Coarse Angling League would be set up.

'EXPLOSIVE' FISHING IS RIGHT OUT!

While the thought of using "Mortar Mk. 10, grenades, nets or grapnels" in a fishing competition might send a shiver up the spine of the average angler, a rule prohibiting such "tackle" was included for the guidance of competitors angling for prizes in the Western Fleet competition for those who fish from the ships' side.

During three-hour sessions on each of three specified days, competitors as far apart as the Ascension Islands and Fishguard dropped their lines over the side and, using "no hook longer than a Service shark hook," went to work.

The prize for the heaviest shark went to AB Cowlam (H.M.S. Zulu) who also caught the heaviest fish (14lb. 8oz.) while on Beira Patrol.

The heaviest total catch amounted to 81lb. 10oz. caught by MEM1 Bucknall (H.M.S. Scylla) at the Ascension Islands.

GOT UGLY

A dogfish which looked most unhappy when caught at Fishguard and turned really ugly when asked to "smile please" for the photographer in accordance with the rules for the "ugliest fish" contest, won the prize for L/Reg. Macgallivry (H.M.S. Glamorgan).

NAVY TRIO BEAT 44-MILE SLOG

Becoming the first Service team to achieve three finishers in the Road Runners Club's gruelling 44-mile Exeter-to-Plymouth race in May, RNEC Manadon came fourth in the team result.

Fixtures JULY

- 1 and 2 — Sailing: Robertshaw Cup, Seaview.
- 2 — Cricket: Royal Navy v. United Banks, Portsmouth.
- 2-3 — Athletics: Royal Navy Decathlon Championships, Portsmouth.
- 3 — Sailing: Round the Island Race, Isle of Wight, Athletics and Swimming, Royal Navy Junior Championships, H.M.S. Ganges.
- 3-4 — Kayak: Royal Navy Sprint and Long Distance Championships, Bradford-on-Avon.
- 7 — Sailing: C-in-C's Cup (Bosuns), Portsmouth.
- 8-9 — Tennis: Inter Command Championships, Nuffield Club.
- 11 — Sailing: R.N.S.A. v. Seaview Y.C., Seaview.
- 14 — Athletics: Inter-Service Senior Championships, R.A.F. Uxbridge.
- 16-17 — Swimming: Inter-Service Junior Championships, Army School of P.T.
- 17 — Cricket: Royal Navy v. Devon, Exeter. Sailing: Gold Cup (Mermaids), Seaview.
- 18, Sailing: Coningham Cup (Mermaids), Seaview.
- 21 — Athletics: Royal Navy v. London A.C., Hurlingham.
- 22-24 — Swimming: Royal Navy Championships, Portsmouth.
- 22-25 — Sailing: Medway Regatta, Chatham.
- 23-24 — Athletics: A.A.A. Championships, Crystal Palace.
- 23-31 — Sailing: Plymouth Regatta, Plymouth.
- 24 — Sailing: Illingworth Cup.
- 24-25 — Cricket: Royal Navy v. Quidnuncs, Portsmouth.
- 26-31 — Tennis: Royal Navy Championships, Wimbledon.
- 28 — Athletics: Royal Navy v. Police A.A., Hendon.

In a race in which almost half of the 34 starters failed to finish, AB Norman Best came 14th in 6hr. 19min. 10sec., Sub-Lieut. "Paddy" McIntock came 16th and Sub-Lieut. John Meaken, making his debut at this distance, was 17th.

SATISFIED

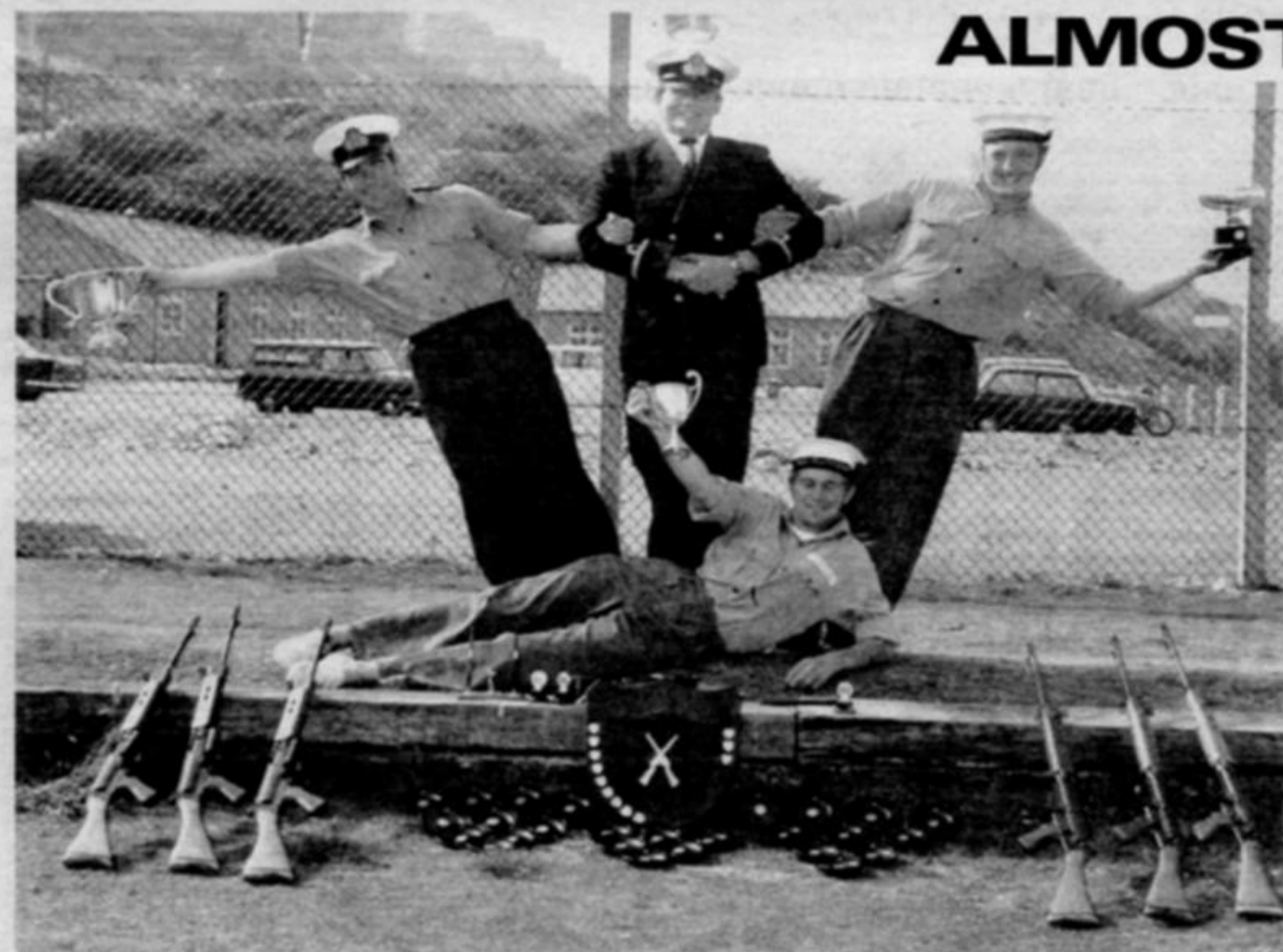
"We were very satisfied with this result as we were competing against some of the best long distance runners in the U.K.," says Sub-Lieut. McIntock.

The five Manadon runners who failed to finish were by no means disgraced, Sub-Lieut. Charles Curnock getting to within two miles of the finish before collapsing from exhaustion.

Swing to a hockey boom!

Royal Navy hockey is booming, says Lieut. B. A. Jeffs, R.M., assistant secretary of the Royal Navy Hockey Association, but, in many instances, younger talent is never brought to light.

Urging ships and establishments at home to enter the Royal Navy Hockey Knock-Out Cup, he says such competitions can



bring to light players who, in the near future, could well represent the Navy.

Entries should reach Lieut. Jeffs at the Drafting, Pay and Records Office, Royal Marines, Melville Road, Eastney, Southsea, Hampshire (Portsmouth 22351, ext. 6258) not later than September 1.

Against odds of 7-1, H.M.S. Puma triumphed in the Azalea Festival tournament. The Puma had more than luck on her side — the seven other teams were from the State of Norfolk, Virginia, U.S.A., and the game was good old English soccer.

In the first round of this knock-out competition, Puma beat Wesleyan College 10-1. Taking things steady in the semi-final they defeated Peninsular F.C. 3-1, before whipping Richmond F.C. 6-0 in the final.

Cup win in U.S.A. for Puma

PHIL FIFTH FOR DEVON

In the Inter-Counties 20-mile road running championships at Leicester on May 30, CRS Phil Hampton (BRNC Dartmouth), running for Devon, was fifth in 1hr. 44min. 43sec.

Two and a half miles from the end of the Maxol Marathon at Manchester on June 13, CEA Joe Clare (Daedalus) was lying around 30th and about to speed up for the finish. But he was hit by stomach trouble and had to pull up for a while. Even so, he still finished 41st in a time of 2hr. 24min. 31sec.

ALMOST A CLEAN SWEEP!

Sweepers swept the board at the 1971 Portland rifle meeting, the 3rd M.C.M. Squadron A team from H.M. Ships Glasserton, Shoulton, Highburton, and Iveston winning nine of the 11 trophies.

Sub-Lieut. Rod Robertson (on the left of the picture) was the first "A" class shot for many years to win the Small Arms Trophy. He also won the individual rapid, snap and deliberate rifle prizes.

Other team members were Sub-Lieut. Bob Looker (centre), LMEM John Gilpin (right) and AB Thomas Preece.

TOP SHOTS

H.M.S. Eagle top shot C.P.O. Bill Veal won the Pistol and Sub-machine Gun Trophies and was champion shot of the Plymouth Command meeting. Then he became pistol champion at the South-Western Union Services small arms meeting.

The Fleet Air Arm's new Champion "Master-at-Arms" is REA(A)1 Dick Richards, from H.M.S. Daedalus.

He won the new Ramsay Trophy at the Air Command shoot at Brown-down, accumulating 669 points in the pistol, sub-machine gun, and target rifle sections, and three stages of the Service Rifle Championships.

CAR RACE THRILLS (without motors)

Pedal cars are for kiddies? That's not the view of the Britannia Royal Naval College engineering staff who produced an entry for the South-West pedal car championships at Wyvern Barracks, Exeter.

The car, and ten Sub-Lieutenants in the team, put up a creditable first performance in all three races.

They were ninth in the one-hour event, eighth over four hours, and reached the semi-finals in the three-lap dash.

There were about 32 competitors in each race and a wide variety of designs. Pedal car racing may not match the speed and noise of motor racing, but the spectators soon discovered it lacks none of the thrills.

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ANDY AND SON



Joe dishes out advice!

If you want a powerful profile like mine, get fit — fit to drop your opponent!

This could have been the sort of good natured advice handed out by Joe Bugner, British, Commonwealth and European heavyweight champion, when he spent two days at H.M.S. Daedalus in June.

Joe (right) sparred, and coached young boxers, and went round the circuit training course. He was presented with a plaque by the Executive Officer, Cdr. B. J. Williams, to commemorate his visit.

Joe's manager, Andy Smith (above) was able to see for himself how his son is following in father's footsteps in the Royal Navy.

Andy junior has trained as an aircraft mechanic at Daedalus where Andy senior served during the second world war.

Pictures: CPO John Pengelly.



Keen to keep title!

Although the Royal Navy's cricketing build-up to defend the Inter-Service title has already suffered severely from the weather, a steady start has been made to the season and many newcomers to representative cricket have been tried out, writes Smiter.

Bad weather interfered with the opening game against Incogniti and completely washed out the two-day match against Oxford University Authentics.

Royal Navy v. Incogniti (at Portsmouth): R.N. 169—4 dec, and 129—5 dec; Incogniti 123 and 45—5.

Royal Navy v. Royal Artillery (Southampton): R.A. 235—7 dec (67 overs); R.N. 236—7 (48 overs). R.N. won by three wickets.

Lieut. Peter Dunt has been the most successful batsman with 73 against Incogniti and 74 against the R.A. His brother, Lieut. John Dunt, scored 67 against Incogniti and 46 in the second match.

Both players are not afraid to hit the ball over the heads of the close fielders, which means that, while scoring runs quickly, they always give the bowlers a chance.

BIG SIXES

Other successful batsmen have included Lieut. Gordon Grace, who hit two enormous sixes against the R.A. at the Southampton county ground, and LME "Knocker" Whyte, whose solid driving and good running between the wickets brought him some quick runs.

Bowling results have not been so good, and bowlers are taking some time to settle into their length and line. Against the Royal Artillery the bowling was often wayward and short of a length.

Gordon Grace worked up a fair pace and L/Wtr John Stych, another newcomer to Navy and Command cricket, is developing as a medium fast left-arm-over-the-wicket bowler.

Of Navy caps still available, Inst. Lieut. John Lucas and Lieut. Simon Newsom have had some success with both bat and ball, though both need more matches in which to settle down.

UNIVERSITY BEATEN

After an indifferent start to the season, the captain, Lieut.-Cdr. Roger Moylan-Jones, scored a steady unbeaten 51 against London University.

After Lucas had taken 5—38 in the University's innings of 149, with Capt. Richard Persse excelling behind the stumps with two catches and two stumpings, Lieuts. Henry Farmer and Peter Dunt gave the Navy a sound start.

This was continued by Moylan-Jones and Sub.-Lieut. John Wood (47) who passed the opposition total without further loss.

POMPEY WIN

Royal Marines, the champions, were defeated by 34 runs by Portsmouth in the first semi-final of the Inter-Command championship at Plymouth — and Portsmouth (176 in 50 overs) took the title by beating Plymouth (116 in 42.3 overs) in the final.

Plymouth had beaten Naval Air Command in the other semi-final, and there was some consolation for Royal Marines in the play-off to decide third place. Scoring 213—7 (50 overs), they beat Air by 39 runs.

NO JUBILEE JOY FOR NAVY!

The Navy was out-gunned by the Army in the new Naafi Jubilee Cup competition, in which the School of Electrical and Mechanical Engineering, Bordon, earned the title of the champion soccer unit in the British Forces.

SEME looked likely winners when they swept to a 5—1 victory over the Navy Cup holders

H.M.S. Daedalus in the first of the three-match competition.

In the closing minutes, with the score 5—0, the Navy came back fighting. Vamplew had two fine shots brilliantly saved by Bordon's 'keeper Trolley, and finally scored a consolation goal from the penalty spot after a defender handled.

In the second match, at Halton, Buckinghamshire, Daedalus went out of the cup hunt, drawing 2—2 with R.A.F. Marham.

Another good try by Navy Cup holders H.M.S. Daedalus is foiled by the Army representatives' goalkeeper, Trolley.

Cyclists top the record

Navy cyclists smashed the Inter-Services record in the 30-mile T.T. championships at Barnstaple, with an aggregate time of 3hr. 46min. 28sec.

PO(MET) A. Pearson, the R.N. champion, was first home and the Navy's other riders, LME K. O'Neill and AA3 M. O'Sullivan, were third and fourth.

Cpl. Mike Parker has done it again! At the Royal Navy Cycling Association track championships at Alexandra Park, Portsmouth, on June 4, he won the one-kilometre T.T., the seven-lap pursuit, and the points race, finishing top overall rider with 18 points.

Cpl. Parker also won the RNCA ten-mile trial championship at Funtington in 24min. 16sec.



SPORTS SHORTS

The First Sea Lord, Admiral Sir Michael Pollock, was among the Britannia Royal Naval College crews taking part in the Whitsun Regatta. Apart from the sailing, the First Sea Lord also made an extensive tour of the College.

★

Only two weeks after becoming the top decathlete in Britain and the Commonwealth, Peter Gabbett, the Royal Navy's brilliant all-rounder again smashed the decathlon record.

At an international event in West Germany he totalled 7,903 points, 264 more than the record he set in Leicester.

★

Running for the first time in the 5,000 and 10,000 metres, international middle distance runner Cpl. Jim Douglas won both events in the Royal Marines championships — and the 800 and 1,500 metres.

Sgt. John Watts, throwing the discus 57.76 metres (189ft. 6in.), equalled the national record he shares with Bill Tancred.

★

Despite bad weather, teams from all the R.N. air stations battled on in the Naval Air Command Decathlon at Yeovilton which was won by PO Trevor Walhen (5,413 points) and the Daedalus team.

Swim coach aims high

The Royal Navy to retain the Inter-Services Swimming Championship at Cranwell in September and to win a medal in the A.S.A. national championships — that's the "hot tip" and burning ambition of the new Royal Navy swimming coach, CPO "Paddy" Hayes.

TEAM SPIRIT

With 17 years of swimming experience to draw on, Paddy says, "We set our sights high," and won't be satisfied until the Navy gets an Olympic medal! "We have a good team and a good spirit," he says.

GIB. TOUR SCORES A SOCCER 'FIRST'

Seven goals for, one against. That was the record of the Combined Services soccer squad, who won all three of their Gibraltar tour matches — for the first time since tours started in 1968.

The five Royal Navy, seven Army and three R.A.F. players met at Aldershot only one day before the first match, but they made a great start — beating Isthmian League champions Wycombe Wanderers 2—1.

The squad were in good form for the opening of their tour, against Gibraltar Football Association at Victoria Stadium winning 4—0.

Next day the CS team completed its victory trail by beating the Gibraltar Combined Services 1—0.

Navy players in the squad were Mne Ray Johnson (Eastney) and OEM George Welsh (Fife) front row, left and centre; ME "Paddy" Hopley (Ark Royal) back row, fifth from left; Lieut. Trevor Huxtable (Collingwood) third from right; and Cpl. Tony Taylor (R.M. Deal) second from right.



Two titles for cadet

Cadet M. G. Simmonds, of Britannia Royal Naval College, won two under-20 titles in the Inter-Services Fencing Championships at Earls Court.

He finished third in the sabre, but was undefeated in the foil and epee. The R.A.F. retained the sabre title.

The Navy were not so lucky in the senior championships. In the sabre CPO R. Tiller (H.M.S. Daedalus) was placed fourth with eight wins, and in the foil the best Navy competitor was Instr.-Lieut.-Cdr. J. N. McGrath, who was fifth with six wins. The R.A.F. won both titles.

In the Inter-Unit Team light weapon championships, the Navy (H.M.S. Daedalus) were second with two points and eight victories. The Army won.

CUPS FOR THE CLUB

The Royal Navy Athletic Club (South) won the Burtoff Trophy for the fourth successive year in a match against Portsmouth, Reading, Southampton, Haslemere and Worthing clubs at Victory Stadium.

The club has also won the Ryder Trophy, beating Southampton and Eastleigh (212 to 205 points) — without Peter Gabbett, Jim Douglas or John Watts. Mike Turner broke the Navy javelin record.

Scottish international squash player, Second Officer Jennie MacColl (H.M.S. Fulmar) won her two singles matches, and, with 3/O M. Harding (H.M.S. Cochrane), won all her six doubles matches to help Group Two (Air and Scotland) retain the Royal Navy Women's Lawn Tennis Inter-Group Championship at Portsmouth on June 8. But it was close — Group Two won 15 to Group Three's 14 matches.

Portland's old-new draw

A 50ft. Elizabethan galleon, built by shipwrights of the Base Maintenance Party, Portland, will be one of the many attractions at Portland Navy Open Days on July 24 and 25.

'FRISCO FANS

Cable car picture below recalls happy days spent in San Francisco by members of the ship's company of the Royal Yacht Britannia, paying her first visit to the Western seaboard of the United States. And, like the song says, they left their hearts in this lovely and exciting city. Well some, anyway.

The Britannia returned to Portsmouth in June after steaming 34,000 miles in five months, visiting the "enchanted isles" of Galapagos, Easter Island and Pitcairn, Honolulu, San Francisco and Vancouver on a memorable tour.

Yachtsmen tasted the delights of British Columbia before sailing for home by way of San Diego, Balboa and Bermuda.

Pictured in San Francisco are MEM1 Lanham, AB Smith, LMEM Simmonds and LS Collins.

The base, which is devoted to "work up" training, will be open from 12.30 p.m. to 6.30 p.m. each day to give local residents — and holiday visitors — a glimpse of Royal Navy life.

H.M.S. Blake, six frigates (including one German and one Iranian), a submarine and a Royal Fleet Auxiliary ship will be open for inspection.

Much of the equipment used in the modern Navy, including a scientific display by the Admiralty Underwater Weapons Establishment, will be on show, and there will be a flying display by helicopters from H.M.S. Osprey.

The galleon (pictured right) was on view at a water carnival in June, when Weymouth celebrated the 400th anniversary of the granting of its Charter.

Based on a ship of the period, it is not a replica, but was designed to capture the carnival spirit.

FOUR-DAY VISIT

Designer was CMEA(H) Horace Webb, of Portland, and the

Base Maintenance Party shipwrights were assisted in decoration of the craft by Mr. Stanley Clift, of H.M.S. Osprey.

H.M.S. Leopard and H.M.S. Glasserton paid a four-day visit to Weymouth and the Navy played a prominent part in the two-week celebrations, with displays of diving and mine disposal; helicopter manoeuvrability and search and rescue.



TRIPLE GUN RUN TRIUMPH FOR AIR

Fleet Air Arm twice beat their own field gun record of 2min. 50.5sec. on their way to winning the Inter-Command, fastest time and aggregate time sections of the two-week competition at the Royal Tournament.

On June 22 they clocked 2min. 49.7sec., then they finished with a flourish on June 26 with a tremendous 2min. 48sec.

What a way to celebrate the 25th year of Fleet Air Arm field gun running!

Details of what had been forecast as the toughest field gun competition yet were: Points — F.A.A. 27, Portsmouth 22, Devonport 20; Aggregate times (16 runs each) — F.A.A. 48min. 5.6sec., Devonport 50min. 28.9sec., Portsmouth 50min. 32.2sec.; Fastest times — F.A.A. 2min. 48sec., Portsmouth 2min. 51.2sec., Devonport 2min. 54.8sec.

Before the main competition Portsmouth had won the Copenhagen Cup for the first time. It is awarded for a mini four-run competition between the 'B' crews.

Rookie sailors for the Fleet?

(Continued from p.1)

a complete change of life and routine — and it would be up to the Service to demonstrate the fact and fiction about a naval career.

The more idealistically-minded young fellow who wanted to do his bit for the world in helping the under-privileged would get an insight into the Royal Navy's substantial voluntary contribution.

Although in a "fighting ship," he could well find himself decorating an orphanage, gardening for the aged, repairing a convent, saving lives at sea — or even joining in a spectacular fire, flood, or storm mercy mission.

STUDIES BREAK

There would of course be the possibility of a permanent career, or simply the joy of a break from the grind of studies before settling down as the nine-to-five breadwinner, bound for ever to rush hours and office walls.

In line with the same thinking is the suggestion to offer openings as "General Duties Ratings," to men who don't see themselves studying their way to senior position.

Their jobs would be pretty humdrum — but so they would be in civvy street — and the Service could offer a much better status as a member of the Royal Navy, as well as a unique training opportunity for the late developer in ambition or talents.

Trying to fit the GDR into a pay structure would be no easy task, and in fact ALL the thinking along these channels is full of minefields, but the more technically demanding the Navy becomes, the more likely it is that some openings will have to be found for today's equivalent of the three-badge matelot, who doesn't see himself as eventually

dripping with gold braid, but who likes the life afloat and can play a useful part.

FUTURE MANPOWER

In all proposals of this kind, there would be no great advantage to the Service unless a fair proportion of people eventually opted for longer engagements.

No spectacular results may emerge, but future manpower problems — even remembering the encouraging rise in recruiting — require the widest possible use of enthusiasm, and over the widest range of physical and mental ability.

Where the pants are tres hot





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FRIGATES' FRENCH TRIP

Some delectable examples of Oo! La! La — as on the right — were among the more obvious advantages of the visit by H.M.S. Tartar to Bordeaux as flagship of the Flag Officer Flotillas, Western Fleet, and in company with H.M.S. Cleopatra.

During the visit a joint guard of Royal Marines and seamen from the ships paraded at the International Trade Fair on British Day. On completion of the parade there was a free "issue" of beer from one of the British stands, while other rewards included the presence of pretty French hostesses at the Fair, as pictured here.

During the visit the Tartar's pop group, Beyond the Fringe, re-formed after a two-month break and played at the Fair's Radio Monte Carlo stand and also for a charity dance.

